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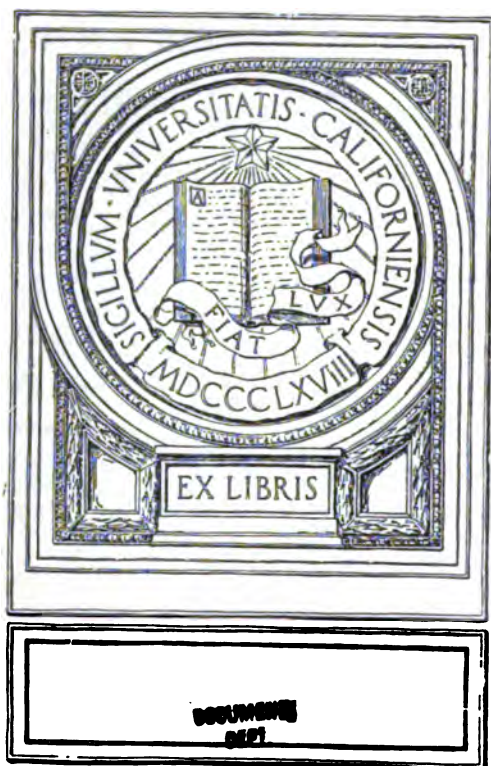
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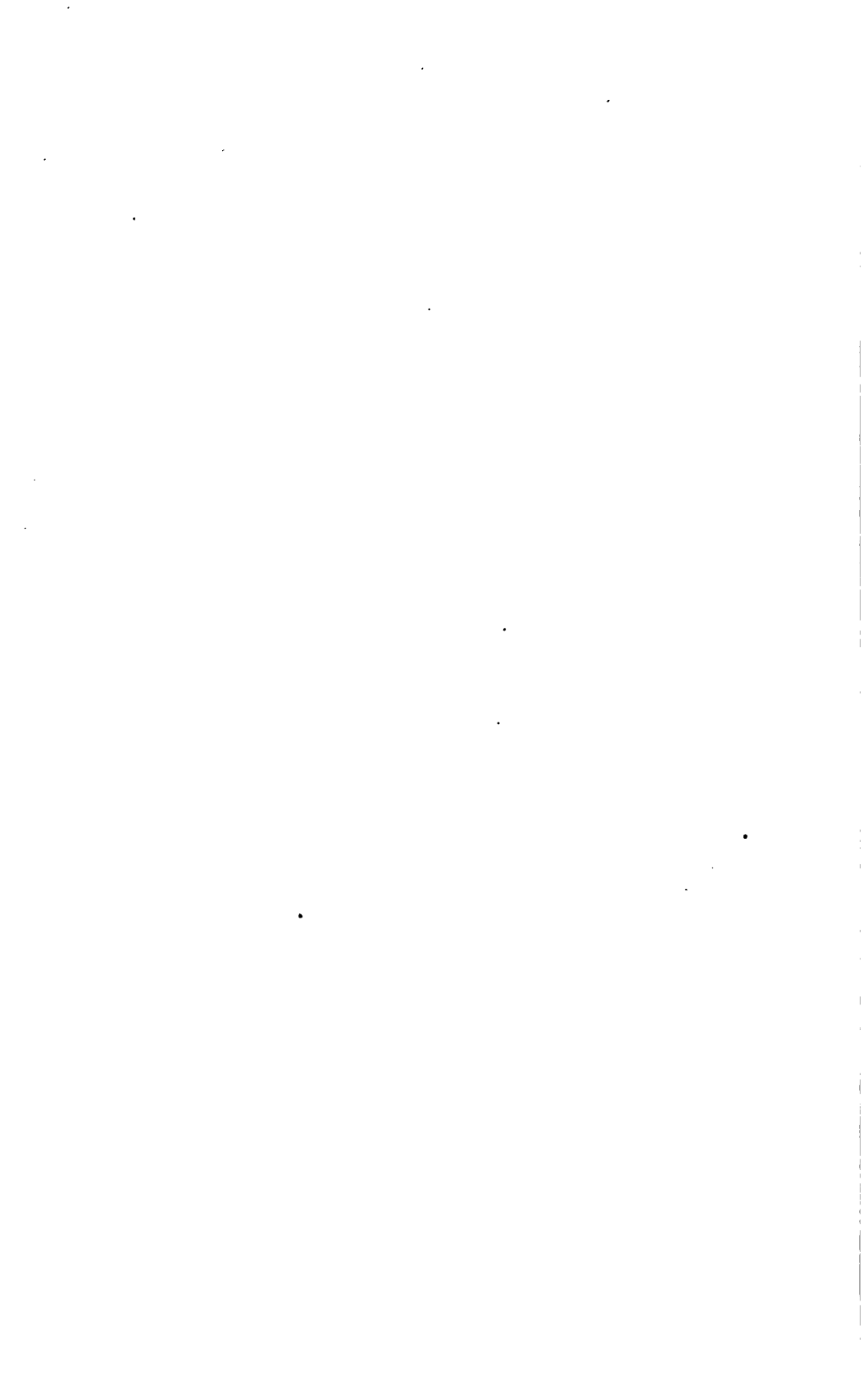
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REPORT

OF THE

POSTMASTER-GENERAL

OF THE

UNITED STATES;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE THIRD SESSION OF THE FIFTY-THIRD CONGRESS.



**WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1894.**

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1893/94

DOCUMENTS
DEPT.

CONTENTS.

| | Page. |
|---|----------|
| REPORT OF THE POSTMASTER-GENERAL..... | 1 |
| Introduction, 1; effect of continued business depression on postal revenues, 1; little economies can not be practiced when service would be impaired, 1; record of efficiency of service far greater than ever before, and will be maintained, 2; increase of 8 per cent in revenue for current year expected, 2; increase of expenditures for twelve years, 2; aggregate expenditures, 2; summarized receipts, expenditures, and estimates, 2; deficiency for four years, 3; estimated receipts and expenditures for 1893-'94, 3; actual receipts and expenditures for 1893-'94, 3; estimated revenues and expenditures for current year, 3; estimates for ensuing fiscal year, 3; Pacific Railroad earnings, 4; reduction of postal rates inadvisable at this time, 4; postal service should be self-sustaining, 4; deficiency would not exist if the unnecessary loss on second-class matter could be avoided, 4; change in law urged, 4; economy has been practiced where not affecting efficiency, 4; how money has been saved, 5; itemized statement of economies effected, 5; increase of Presidential postmasters, 5; total salaries of Presidential postmasters, 5; the ten larger offices, 6; ten post-offices yield nearly one-third of entire postal revenue, 6; New York service revised by a commission of postal experts, 6; effect of increase of territorial limits on service at Chicago, 6; jurisdiction of Chicago postmaster enlarged, 6; compensation of postmasters, 6; decrease of gross receipts does not carry decrease of salaries of postmasters, 7; salaries of postmasters, 7; a saving effected by change in manner of adjusting salaries of postmasters, 7; clerks in post-offices, 7; estimate for clerk hire, conservative, 8; rent, fuel, and light, first and second class offices, 8; rent, fuel, and light for third-class offices, 8; canceling machines, 8; rental for canceling machines, exorbitant, 8; method of advertising letters changed and saving effected, 8; free-delivery system, 9; no free delivery offices added because of deficiency, 9; settlement of carriers' overtime claims, 9; claims settled and amount saved up to end of fiscal year, 9; no overtime now made by carriers; an immense saving to the Government, 10; the classified service, 10; civil-service law strictly enforced in free-delivery offices, 10; removals must be approved by Department, 10; experimental free delivery should be discontinued, 11; rural free delivery, 11; free delivery in rural districts not needed or desired by the people, 11; free-delivery estimate very conservative, 11; post-office supplies, 11; money has been saved on post-office supplies, 12; domestic money-order business, 12; money-order statistics, 12; international money-order business, 12; reason for decrease in international money orders, 13; postal notes discontinued, 13; summary of money-order business, 13; modifications of the money-order business, 14; form of money order improved, 14; money-order offices increased, 14; Dead Letter Office, 14; bonds of postmasters and clerks, 16; bonds of postmasters should cover acts of subordinates, 16; laws needed affecting employes, 16; readjustment of salaries of certain classes of clerks in the larger post-offices needed, 17; classification and salary of clerks in the larger post-offices, 17; bond investment and lottery schemes, 17; warfare on lottery schemes continued with good results, 17; amendment to lottery law recommended, 18; the boycotting of post-offices, 18; boycotting post-offices should be made a crime punishable by fine, 18; duties of the Second Assistant Postmaster-General, 19; mail transportation, 19; summary of inland mail transportation 19; percentage of increase, 19; star service, 19; star-route contracts, 19; saving effected by reletting of star-service contracts, 19; reports to Congress on this subject necessary, 20; regulation-wagon service, 20; steamboat service, 20; mail-messenger service, 20; railroad transportation, 20; large increase in railroad service, 20; electric lines utilized, 21; mail equipment, 21; good work performed by Department mail-bag shop, 21; foreign mails, 21; weight and cost of foreign mails, and estimate for 1895-'96, 21; sea post service, 22; parcels post, 22; contract ocean mail service, 22; contract | |

REPORT OF THE POSTMASTER-GENERAL—Continued.

Page

a. d. noncontract systems compared, 22; steamship subsidy contracts, 22; tables of contracts made under the act of March 3, 1891, those canceled and those now in force, 23-24; Railway Mail Service, 25; importance and efficiency of Railway Mail Service, 25; obstruction of trains, 25; legislation urged, 25; effect of strikes on postal service, 25; improvements in the service, 26; three improvements in transmission of Western mails, 26; aggregate improvements, 26; financial statement of the year, 27; percentages of increase contrasted, 27; ratio of increase has been lowered, 28; two large items of loss, 28; fewer outstanding obligations, 28; special-delivery system, 28; special-delivery business summarized, 28; issues of stamped paper, 29; a falling off in issue of stamped paper, 29; newspapers and periodicals mailed, 29; weight of newspaper mail, 29; postage-stamp contract, 29; printing of stamps given to Bureau of Engraving and Printing, 29; amount saved by new arrangement, 30; postal-card and stamped-envelope contracts, 30; new contract for furnishing stamped envelopes and amount saved thereby, 30; registration statistics, 30; indemnity for lost registered matter recommended, 30; abuses connected with second-class matter, 31; disproportionate growth of second-class mail business investigated, 31; a remedy required, 31; enormous increase in recent years, 32; statistics for 1894, 32; loss on transportation of second-class matter computed, 33; the remedy, 33; books falsely purporting to be periodicals, 34; publications which do not deserve the privilege of second-class rates, 34; why they must be admitted, 34; advertising sheets and "house organs," 34; "trade publications" discussed, 35; the mailing of sample copies, 35; abuse of sample-copy privilege, 35; admission of fraternal insurance publications, etc., 36; privilege should be limited by law, 36; the Universal Postal Union, 37; what membership in union guarantees, 37; Postal Congress meets in Washington in 1897, 38; a short history of Postal Union, 38; United States took first steps to organize it, 39; the letter of Postmaster-General Blair, 40; what Dr. von Stephan said as to foundation of union, 41; post-office statistics, 42; increase of post-offices, 42; some special statistics, 42; classification of appointments, 42; classification of Presidential post-office appointments, 42; arrests of violators of postal laws, 42; post-office inspectors active, 42; special depredation cases, 43; alarming increase in post-office burglaries, 43; no decrease expected under present conditions, 43; a means of checking such depredations suggested, 44; registered mail matter losses, 44; ordinary mail losses, 44; losses recovered and returned, 44; "green goods" purchasers are amenable to the law, 45; circulation of obscene literature checked, 45; more stringent law needed, 45; printing of post-route maps, 45; term of contract for printing maps should be extended, 45; interesting exhibits in Post-Office Department Museum, 46; postmasters now required to give entire attention to office during office hours, 46; postal telegraph, 47; what advocates of postal telegraph claim, 47; postal telegraph not always profitable, 47; our existing postal service should be fully developed before adopting postal telegraphy, 48; a perfect postal-telegraph system would involve heavy additional expense, 48; Great Britain's example, 48; it entails loss to British Government, 48; the cost of such a system in United States would be enormous, 49; this Government can not yet afford a postal-telegraph system, 49; vexatious problems which would have to be solved, 49; an average day's business of the postal service, 50; what the policy of the Department should be, 50; civil service, 50; employes protected by civil-service law, 50; additions by recent extension, 51; should be extended wherever practicable, 51; unprecedented efficiency attained under the law, 51; it is a stimulus to best work, 51; the lower grade of postmasters might be included, 51; the fallacy of the spoils system as applied to post-offices, 52; the Postmaster-General's attention too much engrossed by appointments, 52; the improvement of postal facilities retarded under present system, 53; comments on bill providing for division of service into districts under inspectors to report upon applicants, 53; what is needed in way of legislation, 54; new Department building, 54; Department building illly suited to its uses, 54.

APPENDIX:

| | |
|---|----|
| Parcels Post Convention between the United States of America and Newfoundland | 55 |
| REPORT OF THE ASSISTANT ATTORNEY-GENERAL | 61 |
| Lotteries and fraudulent schemes | 63 |
| Losses by burglary, fire, etc. | 64 |
| Postmasters' bonds | 65 |
| Boycotting of post-offices | 66 |
| EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1893, to June 30, 1894 (acts of March 17, 1882, and May 9, 1883) | 67 |

CONTENTS.

V

| | Page. |
|--|-------|
| REPORT OF THE TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT | 92 |
| REPORT OF THE FIRST ASSISTANT POSTMASTER-GENERAL | 97 |
| Organization | 99 |
| Division of Salaries and Allowances | 99 |
| Duties, 99; operations of the division of salaries and allowances for the fiscal year, 100; adjustment of salaries of postmasters at Presidential offices, 100; number of Presidential post-offices, aggregate of salaries and aggregate of gross receipts, 101; per cent of entire revenue of Department which accrued at Presidential offices, 101; summary of the adjustments of salaries of postmasters at Presidential offices showing net increase of salaries 1893-'94, 102; number of Presidential post-offices by classes, and total gross receipts, 102; Presidential post-offices in each State and Territory, by classes, salaries and receipts, 103; estimated appropriations, 105; review of salaries of postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, 105; allowances for clerks in post-offices of the first and second classes, and stations and substations connected therewith, 105; rent, fuel, and light, for first and second class post-offices, 107; offices and stations by classes in Government buildings and leased premises, with amounts of rental, 108; stations and substations established in lieu of post-offices discontinued, 109; table showing rent, fuel, and light, first and second class offices, 109; rent, fuel, and light, third-class offices, 110; appropriations and expenditures for miscellaneous and incidental items and furniture for first and second class post-offices, 111; estimate for canceling machines, 111; advertising at first and second class offices, 112; boxes and box rents, 112; key deposits, 113; recapitulation of estimates, 113. | |
| Division of Free Delivery | 114 |
| Detailed account of operations from the date of its establishment, 114; the deficiency, 114; other savings, 115; twine and straps, 116; overtime, 116; settlement of overtime claims, 116; the classified service, 116; changes in the service, 118; letter carriers' uniforms, 119; experimental free delivery, 120; rural free delivery, 120; estimates for the fiscal year 1895-'96, 121. | |
| Division of Post-Office Supplies | 121 |
| Work done by the division, 121; growth of the service, 122; number of requisitions briefed, filled, and filed for various classes of supplies, wrapping paper and twine, 122; stamps, 122; scales, 122; blanks and books, 122; inks and pads, 122; stationery, 122; blanks, etc., 123; entries of record, etc., 123; appropriations and expenditures for 1894, 124; estimates for year ending June 30, 1896, compared with those submitted for 1895, 127. | |
| Money-Order System | 127 |
| Number of offices in operation, 127; limited money-order offices, 127; domestic money orders issued and paid, 127; operations of domestic money-order system during each year since its establishment in 1864, 128; domestic money orders issued and paid, 128; postal notes issued and paid, 129; international money-order business, 129; international orders issued and paid, 129; summary of issues and payments, 130; duplicate money orders and postal notes, 130; remittances of surplus money-order funds, 131; lost remittances, burglaries, etc., 131; drafts and transfers, 131; erroneous payments, 132; receipts and expenditures, 132; post-office inspectors paid out of money-order proceeds, 133; revenue, 133; unpaid money orders, 134; new form of money orders, 134. | |
| Dead-Letter Office | 135 |
| Work of the office, 135; street directory prepared for the use of the office and free-delivery offices, 136; classification, treatment, and disposition of mail matter in the Dead-Letter Office during the year ended June 30, 1894, 137; foreign dead mail matter, 139; matter returned from foreign countries, 139; dead registered matter, 139; value of inclosures in mail matter restored to owners, 139; parcels filed in Dead-Letter Office, 140; revenue derived from dead mail matter, 140; postage stamps, 140; dead matter given to charitable institutions, 141; correspondence of the Dead-Letter Office, 141; number of pieces treated in 1894, 142; volume and disposition of dead matter, 143; unmailable, hotel, and fictitious matter, 144; dead matter of foreign origin, 144; number of letters originating in the United States and returned by foreign countries as undeliverable, 145; undelivered matter returned to and received from foreign countries, 145; classification, number, and disposition of dead registered letters received, 146; receipt and treatment of parcels, 147. | |
| Division of Correspondence | 147 |
| Summary of work performed | |
| Additional legislation recommended, 149; postmarking stamps, 149; boycotting post-offices, 149; Congressional franking of public documents and parts of Congressional Record, 149; suspension of employes, 150; employes disabled, 150; classification and salaries of clerks in the larger post-offices, 150. | |

| | |
|---|--------------|
| REPORT OF THE FIRST ASSISTANT POSTMASTER-GENERAL—Continued. | Page. |
| APPENDIX.—Convention for the exchange of money orders between the Post-Office Department of the United States of America and the post-office of the colony of Hongkong. | 152 |
| REPORT OF THE SECOND ASSISTANT POSTMASTER-GENERAL | 151 |
| Mail service in general, 163; mail service in detail, 164; star service, 164; regulation-wagon service, 167; annual rate of expenditure for regulation-wagon, mail-messenger, mail-station, and transfer service, 167; special-office service, 168; steamboat service, 168; mail-messenger service (embracing screen-wagon service), 169; contract-screen-wagon service in operation July 1, 1894, 170; screen-wagon service in operation (but not under contract) July 1, 1894, 170; railroad transportation, 170; electric line-service, 171; railway-mail service, railway post-office cars, 172; railway post-office clerks, 172; the railway-mail service in general, 173; special facilities, 173; World's Columbian Exposition, 174; mail equipments, 174; equipment purchased, 175; mail-bag repair shop, 175; mail-lock repair shop, 175; division of inspection, 175; foreign mails, 176; miscellaneous, 177. | |
| TABLE A.—Annual rate of expenditures, appropriations, and estimates | 179 |
| TABLE B.—Star, steamboat, railroad, mail-messenger, and special-office service | 180 |
| TABLE C.—Railroad-mail service and railway post-office cars | 184 |
| TABLE D.—Steamboat service | 304 |
| TABLE E.—Increase and decrease in mail service | 311 |
| TABLE F.—Deductions, fines, and remissions | 314 |
| TABLE G.—Mail service showing increase and decrease, and percentage of increase and decrease from June 30, 1893, to June 30, 1894 | 316 |
| TABLE H.—Readjustment of the rates of pay per mile on railroad routes in States and Territories | 318 |
| TABLE I.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to 1894 | 370 |
| TABLE K.—Statement of all contracts for mail equipments | 371 |
| TABLE L.—Expenditures for mail bags, mail catchers, etc. | 372 |
| TABLE M.—Expenditures for mail locks and keys, etc. | 373 |
| TABLE N.—Expenditures for repair shop for mail equipment | 373 |
| TABLE O.—Work done in mail-bag repair shop at Washington, D. C. | 374 |
| TABLE P.—Work done in mail-lock repair shop at Washington, D. C. | 375 |
| TABLE Q.—Expenditures for mail bags, etc., from 1877 to 1894 | 376 |
| TABLE R.—Mail bags received and issued from Washington, D. C., storehouse | 377 |
| TABLE S.—Mail bags repaired and condemned during the last five years | 378 |
| TABLE T.—Mail bags used by the New York City post-office | 379 |
| TABLE U.—Statement of current business of mail equipment division | 379 |
| REPORT OF THE GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE | 381 |
| Extent of the service, 383; equipment of railway post-office lines, 383; extent of the Railway-Mail Service and force employed, 383; quantity of mail handled, 384; registered matter handled, 385; mail separated for city delivery, 385; table of pieces of mail distributed, etc., annually since July 1, 1883, 385; comparative statement of misssent and misdirected matter, 386; "nixies," 386; case examinations, 386; printing, 388; casualties in the Railway-Mail Service from 1875 to 1894, 389; provision in case of death, 390; reorganization of the clerical force of the Railway-Mail Service, 391; chief clerks, Railway-Mail Service, 392; auxiliary corps, 392; condition of railway post-office cars, 393; summer-resort service, 395; civil-service methods, 395; uniformity of blanks and books of record, 395; book of instructions, 395; obstructing trains carrying the mails, 396; record of mail in transit, 399; separating mails for city delivery, 400; improvements, 401; tables showing new and improved railway post-office and apartment-car service, 405, 406; estimates and expenditures, 407; estimates for railway post-office cars, 408. | |
| APPENDIX.—Casualties | 410 |
| REPORT OF THE SUPERINTENDENT OF FOREIGN MAILS | 431 |
| Weights of mails dispatched by sea to foreign countries, 433; transatlantic, 434; trans-pacific and miscellaneous service, 434. | |
| TABLE A.—Statement of net weights and percentages of the mails, etc. | 435 |
| TABLE B.—Statement of net weights of the mails and amount of compensation received therefor by the steamers, 436; miscellaneous service, 437; vessels of United States register, 437; vessels of foreign register, 438. | |
| TABLE C.—Statement of net weights of the closed mails of foreign origin forwarded, and the amounts paid by this Department to steamers, 439; cost of the service, 439; estimate for the fiscal year 1895-'96, 441. | |
| TABLE D.—Estimate of the number of articles exchanged with all foreign countries | 443 |
| TABLE E.—Statement of number of trips made per quarter and year, average time of trips, and quickest trip made by each steamer from New York to London and Paris | 444 |

REPORT OF THE SUPERINTENDENT OF FOREIGN MAILS—Continued.

Page.

The Universal Postal Union, 445; sea post-offices, 446; parcels post, 447; contract ocean-mail service, 447; transatlantic mails, 448; Central and South American mails, 449; transpacific mails, 449; office work, 450.

APPENDICES:

| | |
|--|-----|
| International postal statistics for 1892..... | 451 |
| Parcels post convention between the United States of America and Newfoundland..... | 457 |
| REPORT OF THE THIRD ASSISTANT POSTMASTER-GENERAL..... | 468 |
| Financial statement, 466; losses by bad debts and compromises, 466; amounts drawn from the Treasury, 466; transactions at Treasury depositories, 466; appropriations, expenditures, and estimates for the Third Assistant Postmaster-General's Office, 467; finance division, 467; certificates of deposit, 467; funds received at the Department and turned over to the finance division, 468; dead-letter fund, 468; special-delivery system, 468; stamp division, 469; value of stamped envelopes over their cost, 470; other issues through the stamp division, 470; requisitions, 470; parcels, 470; redemptions, 471; postage on second-class matter, 471; distribution of postal cards, 471; the new postal cards and those abandoned, 471; Columbian postage stamps and envelopes, 472; change in color of special-delivery stamp, 473; new arrangement for supplies of postage stamps, 473; transfer of stamps from New York to Washington, 474; issues of the transferred stock, 475; change of designs and denominations of ordinary postage stamps, 475; change of postage-due stamps, 476; change of special-delivery stamp, 476; changes in the newspaper and periodical stamps, 476; new contract for stamped envelopes, 476; prices to be paid for envelopes, 477; new contract for registered package, tag, official, and dead-letter envelopes, 478; letter-sheet envelopes, 478; saving to the Government by the new arrangement for obtaining postage stamps, 479; saving by new contract for stamped envelopes, 479; saving under contract for postal cards, 480; saving on all three contracts, 480; division of classification, 480; collection of third-class postage on publications mailed as second-class matter, 481; admission of second-class matter under the act of July 16, 1894, 481; division of registration, 481; losses, 482; registered pouch, inner sack, and brass lock exchanges, 483; special improvements in large post-offices, 483; special registry books and forms, 483; foreign registry, 484; railroad depot registry, 484; limited indemnity for lost registered matter, 485; division of files, records, and mails, 485. | |
| No. 1.—Estimates of appropriations for the service of the Third Assistant Postmaster-General's Office for the year ending June 30, 1896..... | 496 |
| No. 2.—Statement of appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1894..... | 498 |
| No. 3.—Statement showing receipts by quarters for the fiscal year ending June 30, 1894, compared with 1893 and 1892..... | 499 |
| No. 4.—Statement showing expenditures by quarters for the fiscal year ending June 30, 1894, compared with 1893 and 1892..... | 491 |
| No. 5.—Statement of receipts and disbursements at Treasury depositories, compared with the previous fiscal year..... | 495 |
| No. 6.—Postage stamps, stamped envelopes, newspaper wrappers, and letter-sheet envelopes issued during the fiscal year ending June 30, 1894..... | 496 |
| No. 7.—Issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by denominations, for the fiscal year ending June 30, 1894..... | 499 |
| No. 8.—Increase and decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards for the fiscal year ending June 30, 1894, as compared with the issue of the preceding year..... | 500 |
| No. 9.—Value of postage stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1894..... | 501 |
| No. 10.—Statement, by fiscal years, of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1894, with percentages of issues of special-request envelopes from the date of their first issue, May 1865..... | 502 |
| No. 11.—Statement, by fiscal years, of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1873, to June 30, 1894..... | 502 |
| No. 12.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years..... | 503 |
| No. 13.—Number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ending June 30, 1894..... | 506 |
| No. 14.—Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1894, and the decrease in registry fees collected thereat as compared with the previous year..... | 510 |

| REPORT OF THE THIRD ASSISTANT POSTMASTER-GENERAL—Continued. | Page. |
|---|-------|
| No. 15.—Statement showing the number and value of registered letters and parcels sent during the year for the Post-Office and Treasury Departments | 511 |
| No. 16.—List of countries which in their domestic service pay an indemnity for loss of registered matter | 511 |
| No. 17.—Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1894 | 512 |
| No. 18.—Order of Postmaster-General awarding work of furnishing adhesive postage stamps to the Bureau of Engraving and Printing | 521 |
| No. 19.—Contract for the manufacture and supply of stamped envelopes and newspaper wrappers during the four years beginning on the 1st day of October, 1894 | 522 |
| No. 20.—Contract for furnishing registered package, tag, official, and dead-letter envelopes, July 1, 1894, to June 30, 1895 | 538 |
| REPORT OF THE FOURTH ASSISTANT POSTMASTER-GENERAL | 549 |
| Division of appointments, 551; operations of the appointment division for the fiscal year, 552; number of offices established and the increase in number of post-offices, arranged by sections, States, and Territories; comparative increase and decrease | 553 |
| TABLE A.—Operations of the appointment division for the year ended June 30, 1894 | 554 |
| TABLE B.—Presidential post-offices in each State and Territory on June 30, 1893-'94, with the increase and decrease; the number of offices of each class discontinued, relegated to the fourth class, and total number of offices in the United States on June 30, 1894 | 555 |
| TABLE C.—Changes in fourth-class offices | 556 |
| TABLE D.—Appointments made upon resignations, commissions expired, removals, deaths, etc., at Presidential post-offices | 557 |
| Division of bonds and commissions, 557; records of the bond division, 557; reports, 558; operations of the bond division for the year ended June 30, 1894, 558; number and character of reports made by bond division to the several bureaus of Post-Office Department, 559; division of post-office inspectors and mail depredations, 559; treatment of complaints, 560; registered cases, 561; recapitulation of "A" cases, 563; ordinary cases, 563; burglaries, burnings, wrecks, etc., 564; miscellaneous cases, 565; foreign cases, 566; summary of "F" cases, 569; arrests for offenses against postal laws, 570; arrests during the last decade, 570; rewards, 571; moneys recovered and returned to owners, 572; comparative statement, by fiscal years, from 1884 to 1894, 573; special cases, 578; "green goods," 578; obscene matter, 578; committee on post-office buildings, 578. | |
| EXHIBIT A.—Number and character of complaints "A" cases | 579 |
| EXHIBIT B.—Record of "A" cases referred, investigated, and closed during the fiscal year .. | 579 |
| EXHIBIT C.—Record of "A" cases referred in previous years, investigated and closed | 579 |
| EXHIBIT D.—Complaints received and result of complaints investigated, Class B, ordinary letters | 580 |
| EXHIBIT E.—Number and nature of cases Class C referred to inspectors for investigation .. | 582 |
| EXHIBIT F.—Disposition of miscellaneous cases | 583 |
| EXHIBIT G.—Recapitulation | 583 |
| EXHIBIT H.—Statement of arrests | 584 |
| REPORT OF THE AUDITOR FOR THE POST-OFFICE DEPARTMENT | 587 |
| Recommendations as to inspectors from the Auditor's Office | 592 |
| Revenue account of the Post-Office Department, 595; postmasters' quarterly accounts current, 597; general revenue account, 596; stamps sold, 597; letter postage, 598; mail transportation, 598; Pacific Railroad service, 599; collections of balances from and payments to postmasters and late postmasters, 600; postal accounts of late postmasters in suit, 600. | |
| No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads | 601 |
| No. 2.—Statement of the expenditures of the Post-Office Department | 602 |
| No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year | 604 |
| No. 4.—Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department | 606 |
| No. 5.—Statement of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous," office of the Postmaster-General | 607 |
| No. 6.—Statement of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous and incidental items," office of the First Assistant Postmaster-General | 607 |
| No. 7.—Statement of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items," office of the Second Assistant Postmaster-General | 608 |

CONTENTS.

IX

REPORT OF THE AUDITOR FOR THE POST-OFFICE DEPARTMENT—Continued.

Page.

| | |
|--|-----|
| No. 8.—Statement of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items," office of the Third Assistant Postmaster-General. | 609 |
| No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1894..... | 609 |
| No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices..... | 610 |
| No. 11.—Statement of the transactions of the money-order offices of the United States..... | 690 |
| No. 12.—Statement of the receipts and disbursements of the money-order offices of the United States..... | 696 |
| No. 13.—Statement showing the transfers to and from the money-order account..... | 696 |
| No. 14.—Statement showing the money-order transactions with the U. S. assistant treasurers at New York, N. Y., and Chicago, Ill..... | 697 |
| No. 15.—Statement showing the revenue which accrued on money-order and postal note transactions..... | 697 |
| No. 16.—Recapitulation of net revenue..... | 697 |
| No. 17.—Statement of assets and liabilities, June 30, 1894..... | 698 |
| No. 18.—Statement showing the principal international money-order transactions..... | 698 |
| No. 19.—Statement of the weight of letters, newspapers, etc., sent by sea from the United States to European countries, including India, Turkey in Asia, and South Africa... | 700 |
| No. 20.—Statement of the weight of letters, newspapers, etc., conveyed to foreign countries, other than European, by steamship lines..... | 702 |
| No. 21.—Statement of the weight of letters, newspapers, etc., sent by sea from the United States to countries other than European of the Universal Postal Union..... | 703 |
| No. 22.—Statement of the weight of foreign closed mails retransported by sea, and the amount accruing to steamship companies for their carriage..... | 704 |



REPORT
OF
THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 20th, 1894.

SIR: I have the honor to present this my report of the operations of the Post-Office Department for the fiscal year ended June 30, 1894.

It is the record of a year of almost unprecedented business depression and financial distress, and so intimately is the postal service connected with the business interests and affairs of the country, that whatever conditions affect them are immediately reflected in the volume of postal revenues. In this connection it may be observed that while the average annual increase of postal revenues due to the general growth of the business of the country is about 8 per cent, the conditions prevalent at the time of making my last annual report seemed to justify an estimate of but 3 per cent increase for the year. Even this estimate proved to be too sanguine, and, as the depression of private business continued throughout the entire fiscal year, it resulted that the receipts of ordinary postal revenue were actually less by 1 per cent than for the preceding year.

Effect of continued business depression on postal revenues.

When adverse business conditions prevail an ordinary business establishment may overcome them in part by economies of management and retrenchment in expenditures. Not so, however, with the Post-Office Establishment of the Government. It can not and should not stop to consider little economies. Its duties and obligations to the public become at once intensified and enlarged. It must needs exert itself to the utmost to secure the best possible results in the way of celerity, accuracy, and secur-

Little economies can not be practiced when service would be impaired.

ity in the dispatch of the mails, and without sparing any reasonable expenditure in that behalf. The complications arising from the railroad strikes of the year served only to emphasize the wisdom of this policy.

Accidental delays in mail transmission, always vexatious, become unbearable at such times. It might happen that the delay of one hour in the delivery of a letter containing a remittance of money would work ruin to a business institution, and its failure in turn produce further disaster in the circle of business relationship.

Record of efficiency of service far greater than ever before, and will be maintained.

And if I assert that the postal service now presents a record of efficiency far greater than ever in its history, it is due in no small degree to an appreciation on the part of the officers and employes who are associated with me in its management, of their added responsibility by reason of the exceptional conditions that have prevailed during the year, and to the unusual efforts they have put forth to attain it. The record thus found to be possible will in future be exacted, so that, in the end, the people will not be the losers by reason of the increased deficiency of this period.

Increase of 8 per cent in revenue for current year expected.

In this connection I may state that all indications to date in the current fiscal year are of a satisfactory nature, and an increase of at least 8 per cent in the ordinary postal revenues is confidently relied upon.

It will be observed from the following tabulated statement that the expenditures gradually and steadily increase from year to year regardless of the variations of receipts:

Aggregate expenditures.

| Increase of expenditures for twelve years. | Fiscal year— | | Fiscal year— | |
|--|--------------|--------------------|--------------|--------------------|
| | 1882 | \$40, 482, 021. 23 | 1888 | \$56, 468, 315. 20 |
| | 1883 | 43, 282, 944. 43 | 1889 | 62, 317, 119. 36 |
| | 1884 | 47, 224, 560. 27 | 1890 | 66, 259, 547. 84 |
| | 1885 | 50, 046, 235. 21 | 1891 | 73, 059, 519. 49 |
| | 1886 | 51, 004, 743. 80 | 1892 | 76, 980, 848. 16 |
| | 1887 | 53, 006, 194. 39 | 1893 | 81, 074, 104. 90 |

SUMMARIZED RECEIPTS, EXPENDITURES, AND ESTIMATES.

The summarized statements following in this paragraph, of the receipts and expenditures of this Department, and of the estimates for the current and next succeeding fiscal years, do not include the earnings of the Pacific railroads, which are credited upon their indebtedness to the Government, nor do they include payments to be made to steamship companies under the subsidy act of March 3, 1891.

The deficiency in revenue to meet the expenditures of the Department, as shown by the reports of the Auditor of the Treasury for the Post-Office Department, was—

| | | |
|---------------------------------------|-------------------|----------------------------|
| For the year ended June 30, 1890..... | \$5, 048, 619. 19 | Deficiency for four years. |
| For the year 1891..... | 5, 730, 677. 67 | |
| For the year 1892..... | 5, 393, 286. 31 | |
| For the year 1893..... | 5, 177, 171. 74 | |

For the year ended June 30, 1894, my official estimate of the deficiency was \$7,830,473.07, made up as follows:

| | | |
|---|--------------------|---|
| Entire revenue for year ended June 30, 1893 | \$75, 896, 333. 16 | Estimated receipts and expenditures for 1893-'94. |
| Add 3 per cent. | 2, 276, 907. 99 | |
| Gross estimated revenue | 78, 173, 841. 15 | |
| Total estimated expenditures | 86, 004, 314. 22 | |

The entire revenue was as follows:

| | | |
|--|------------------|--|
| Total ordinary postal revenue..... | 72, 820, 137. 78 | Actual receipts and expenditures for 1893-'94. |
| From money-order business..... | 960, 341. 26 | |
| From money orders outstanding more than one year.. | 1, 300, 000. 00 | |
| Total revenue | 75, 080, 479. 04 | |
| Total expenditures | 84, 324, 414. 15 | |
| Excess of expenditures over receipts..... | 9, 243, 935. 11 | |

My estimates for the current year, submitted through the Secretary of the Treasury, were as follows:

| | | |
|---|--------------------|--|
| Estimated postal revenue for year ending June 30, 1894, as above..... | \$78, 173, 841. 15 | Estimated revenue and expenditures for current year. |
| Add 8 per cent..... | 6, 253, 907. 29 | |
| Gross estimated revenue for year ending June 30, 1895..... | 84, 427, 748. 44 | |
| Expenditures, as estimated and submitted through the Secretary of the Treasury..... | 90, 399, 485. 33 | |
| Deficiency for the year 1895, estimated..... | 5, 971, 736. 89 | |

Since the ascertained revenue for 1894 is less than the above estimate the deficiency for the current year will be correspondingly larger.

My estimates for the ensuing fiscal year, just submitted through the Secretary of the Treasury, are as follows:

| | | |
|--|--------------------|------------------------------------|
| Estimated postal revenue for year ending June 30, 1896..... | \$86, 907, 407. 00 | Estimates for ensuing fiscal year. |
| Made up as follows: | | |
| Ordinary postal revenue for 1894 (assured)..... | 72, 820, 137. 00 | |
| Add 8 per cent | 5, 825, 610. 00 | |
| Add for money-order business..... | 970, 000. 00 | |
| Gives total revenue for 1895..... | 79, 615, 747. 00 | |
| Add 8 per cent to ordinary revenue for 1895..... | 6, 291, 660. 00 | |
| Add for money-order business..... | 1, 000, 000. 00 | |
| Gives total revenue for 1896 (estimated)..... | 86, 907, 407. 00 | |
| Estimated expenditures..... | 91, 059, 283. 64 | |
| Leaving an estimated deficiency for the fiscal year ending June 30, 1896, of | 4, 151, 876. 64 | |

Pacific Railroad earnings

The aggregate credits to the Pacific Railroad, for the year ended June 30, 1894, was \$1,628,770.09.

Reduction of postal rates inadvisable at this time.

The annual deficiency could be overcome by a general increase of postal rates, but this, in my opinion, should not be resorted to, although our rates are relatively lower than those of any other great nation. On the other hand, a reduction of rates would at this time be inadvisable.

If the free business transacted by this Department for the other departments of the Government were paid at regular rates, as has at some times been suggested, the Post-Office Department would be self-sustaining. I can see no benefit to the Government, however, in changing this arrangement, as it would amount merely to a matter of bookkeeping. Moreover, the mode of transacting this business is probably as good as any that could be devised, in the matter of convenience to officers of the Government, and with slight modification would afford adequate protection to the Post-Office Department against abuses.

Postal service should be self-sustaining.

I believe that the best condition of postal business—the condition from which the greatest general benefit to the country is derivable—is that in which there shall be enough revenue to provide for thorough and efficient administration without any charge whatever to the public Treasury.

Deficiency would not exist if the unnecessary loss on second-class matter could be avoided. Change in law urged.

The one great and, in my opinion, unnecessary loss of revenue to the Post-Office Department arises from the undue amount of mail matter transmitted at second-class rates, viz, at 1 cent per pound, regardless of distance. I will treat this subject more specifically hereafter in this report; but, by way of emphasizing its importance, I now make the general statement that if the privilege of second-class rates were accorded only to publishers of legitimate newspapers and periodical magazines—if, in other words, “periodical publications,” as hereinafter defined, were omitted from the law—the Post-Office Department would not now show any excess of expenditures over receipts. The time has come for making this change and I earnestly urge it.

Economy has been practiced where not affecting efficiency.

While the policy of this Department has been, as foreshadowed in my last annual report, to develop the postal service under existing methods of administration, avoiding expensive experiments, still, great care has been taken to effect economies in all matters not likely, in the opinion of the Department, to affect the efficiency of the service.

The economies have consisted mainly in securing relief to the Government from existing contract obligations and

from reletting contracts for mail transportation, and upon the cost and amount of supplies. Of the first, the more important relate to the steamship subsidy contracts which had been made by my predecessor pursuant to the provisions of the act of Congress approved March 3, 1891. I found eleven such contracts in existence, most of them running for 10 years and none less than 5 years. Seven of the eleven contracts have been entirely abrogated during the year.

How money has been saved.

The payments stipulated to be made by the Government under these seven contracts were very large in amount, while the advantages to accrue to it were so purely theoretical as to render their abandonment the subject of congratulation. A detailed statement of these contracts will follow in this report. I here state only the aggregate amount saved by annulment. I add to the list only such other economies effected in the line of what seemed to be good administration as are capable of definite ascertainment and actual computation.

The total amount of useless expenditure thus avoided is as follows:

Itemized statement of economies effected.

| | |
|---|--------------------------|
| Steamship subsidy contracts..... | \$14, 431, 325.09 |
| Stamped envelopes | 906, 480.00 |
| Adhesive postage stamps..... | 275, 158.00 |
| Repairs of scales | 2, 000.00 |
| Repairs of carrier satchels..... | 11, 435.33 |
| Saving on supplies of twine | 12, 000.00 |
| From reletting contracts for star service | 902, 644.84 |
| From reletting contracts for steamboat service..... | 78, 006.16 |
| Total | \$16, 619, 047.42 |

INCREASE OF PRESIDENTIAL POSTMASTERS.

From the report of the First Assistant Postmaster-General it will be found that as a result of the annual adjustment of salaries of Presidential postmasters, of which, on July 1, 1894, there were 3,402, a net increase of 62 offices over the previous year, 149 post-offices were assigned to the first class, 666 to the second class, and 2,587 to the third class, being a decrease of 2 first-class offices, 8 second-class offices, and an increase of 72 third-class offices from July 1, 1894, as contrasted with the same items for the previous year.

Increase of Presidential postmasters contrasted.

The aggregate amount required to pay the salaries of Presidential postmasters from July 1, 1894, is \$5,719,900, being an increase of \$52,200, or 0.92 per cent, as compared with the same item July 1, 1893.

Total salaries of Presidential postmasters.

THE TEN LARGER OFFICES.

Ten post-offices yield nearly one-third of entire postal revenue.

The importance of the ten larger offices is shown by receipts for the year, aggregating 30.11 per cent of the entire postal revenue.

These offices are of still greater importance in their relation to the entire postal service of the country; especially so, the New York and Chicago offices—the former in its treatment of the great bulk of all our foreign mails, and the latter as the great center and distributing point of the West.

New York service revised by a commission of postal experts.

Upon the suggestion of the postmaster of New York, a commission of three experienced postal officials was appointed, who, after careful study of the situation, made an elaborate report, which proved to be satisfactory alike to the postmaster and the Department. Upon the basis of this report both the internal affairs of the office and the stations and carrier districts have been revised, to the great advantage of the service.

Effect of increase of territorial limits on service at Chicago.

At Chicago, a very complicated situation was presented by the increase of the territorial limits of that great municipality. It comprised within its borders sixty separate and distinct post-offices and postmasters of all classes. There was free delivery in part of them only, and at points there were large stretches of territory intervening between free-delivery offices. The Department regarded it wise, if practicable, to unite them all in one postal system. To that end, a similar commission was appointed who went over the ground with care.

Jurisdiction of Chicago postmaster enlarged.

They reported the project feasible and recommended that the jurisdiction of the Chicago postmaster should cover all the points; that the remaining fifty-nine offices be abolished as separate offices, and stations of the Chicago office substituted for them. The report was adopted, the carrier districts were revised and rearranged and the whole system brought under one management and control.

The postmasters of both these cities actively and zealously coöperated with the Department in these reforms of postal administration, and the Department in turn went to the very limit of its discretionary power in the way of allowances in order to supplement their efforts. It is believed that great benefit has resulted to the patrons of both offices.

COMPENSATION OF POSTMASTERS.

The salaries of Presidential postmasters, or postmasters at first, second, and third class offices, amounted, during the fiscal year 1893-'94, to \$5,667,700; and for the fiscal

year 1894-'95 are \$5,719,900, being an increase of \$52,200, notwithstanding the fact that the gross receipts in the postal revenue for the year show a decrease of \$816,454.12. A decrease in the gross receipts does not necessarily carry with it a decrease in the compensation of postmasters, for the reason that at the eleven larger offices where the gross receipts exceed \$600,000 each, and at Washington, D. C., where the salary is fixed at \$5,000 per annum and where the gross receipts for the last year were \$494,335.83, the revenue is so largely in excess of the amount required to fix salaries, to wit, \$600,000, that a large decrease can occur without in any manner affecting the postmasters' salaries. The smaller offices made relatively a better showing in this regard than the larger first-class ones. The estimate of \$16,500,000 for compensation of postmasters for the fiscal year 1895-'96 is therefore a very conservative one.

Decrease of gross receipts does not carry decrease of salaries of postmasters.

SALARIES OF POSTMASTERS.

It has heretofore been the custom to fix the salaries of postmasters upon the basis of copies of reports furnished to the Sixth Auditor of the Treasury that are forwarded to this Department. As the Auditor passes upon the correctness of the accounts, so far as the individual items are concerned, it was thought that it would be preferable to ascertain the result arrived at by the Auditor and base the postmaster's salary upon these figures rather than upon his own. The result warranted this mode of procedure, as will be seen by the following, to wit: Errors detected, 3,471, divided among 1,994 post-offices, and were of sufficient magnitude to affect salaries of 43 postmasters; 26 salaries were reduced \$100 a year, and two \$200 a year, total \$3,000; 15 salaries were advanced \$100 a year each, total \$1,500, resulting in a net gain to the Department of \$1,500.

A saving effected by change in manner of adjusting salaries of postmasters.

CLERKS IN POST-OFFICES.

In the report of the First Assistant Postmaster-General, salary and allowance division, tabulated statements appear under the head of each appropriation showing the operation of that appropriation for the past decade; amount estimated by this Department, per cent of increase, amount appropriated by Congress, per cent of increase, and average increase. In being guided by the total average per cent in each case, it will be seen that the estimate for clerk-hire falls considerably within the line of what would be allotted to it, using, as stated above, the average per

cent as a factor. The appropriation for 1893-'94 was \$9,700,000. This amount, plus the average per cent of increase (6.88), \$10,357,360 would result, whereas an appropriation of \$10,100,000 is asked for, being a reduction of \$257,360.

Estimate for
clerk hire con-
servative.

RENT, FUEL, AND LIGHT, FIRST AND SECOND CLASS OFFICES.

Under this appropriation the average per cent of increase in the appropriation for the past ten years has been 5.87 per cent. The appropriation for 1894-'95 was \$845,000; on this basis the appropriation for 1895-'96 would amount to \$894,581.50. Taking into consideration the large number of stations and substations that have been established at the larger first-class offices in lieu of third and fourth class independent offices since July 1 of the present year, and the fact that this transfer from one class to another, while it has resulted in effecting an economy so far as the Department is concerned, will work a hardship upon the appropriation for the first and second class offices, the estimate is very low.

RENT, FUEL, AND LIGHT FOR THIRD-CLASS OFFICES.

Amounts need-
ed for rent, fuel,
and light.

The average per cent of increase in appropriations for the past seven years has been 7.06. On this basis the appropriation for the fiscal year 1895-'96 would be (660 by 7.06) \$706,596. I requested an appropriation to cover this item of \$700,000, making a decrease of \$6,596.

CANCELING MACHINES.

Rental for can-
celing machines
exorbitant.

As stated by the First Assistant Postmaster-General, the rental now paid for canceling machines is exorbitant, and should be very largely reduced. We are now paying \$400 and \$200 per annum, respectively, for machines that would cost a much less sum to construct.

ADVERTISING.

Method of ad-
vertising letters
changed and sav-
ing effected.

Since December 1, 1887, the date postmasters were instructed to collect 1 cent for each advertised letter, as provided for by section 3935, Revised Statutes, applications from newspapers to publish lists of unclaimed letters have so materially increased that I have been compelled to discontinue this practice. In lieu of the above, lists are now placed on bulletin boards in the main offices, stations, and substations, which in my opinion will answer every

purpose and result in considerable saving to the Department. It has cost the Department at New York City approximately 40 cents to deliver a letter, where the revenue ordinarily would be but 2.

FREE-DELIVERY SYSTEM.

On July 1, 1893, there were in operation 610 free-delivery offices, and no additional offices were added during the year for the reason that at the beginning of the year there was a prospective deficiency of \$68,016.03 in the free-delivery appropriation. By the strictest economy in the disbursement of the appropriation and declining to grant additional allowances except in the most urgent cases, this deficiency has been met and the appropriation was not exceeded. An adequate appropriation was made for the present year, and I have been enabled to relieve offices where the service has been crippled, and it is now believed to be in excellent condition at all offices where established.

No free delivery offices added because of deficiency.

SETTLEMENT OF CARRIERS' OVERTIME CLAIMS.

On July 1, 1893, the files of the free-delivery division of this Department were filled with applications for the payment of overtime claims, aggregating over \$1,000,000. Besides these, there were filed with the Court of Claims many claims of which the Post-Office Department had no record.

To expedite the settlement of these claims, in which the interests of the Department as well as those of the letter-carriers might be fully protected, an arrangement was made with the Department of Justice by which the assistant superintendent of the Free-Delivery System was empowered by the Court of Claims to act as a special commissioner in the settlement of these claims.

A résumé of his operations shows that settlements have been made in Brooklyn, N. Y.; Bayonne, N. J.; Norfolk, Va.; Toledo, Ohio; Newport, Ky.; Racine, Wis.; Hoboken, N. J., and at various stations in New York City, Philadelphia, Pa., and Chicago, Ill. The total amounts claimed by letter-carriers aggregated \$261,761.28, and those recommended for allowance and for which judgments were subsequently rendered by the Court of Claims, \$205,393.27, leaving a saving to the Government of \$56,368.01. This résumé applies only to those settlements made up to and including the 30th of June, 1894. Many claims involving large amounts

Claims settled and amount saved up to end of fiscal year.

and proportionate savings have been reported upon since that time and are now before the court.

Through this co-operation of the Post-Office Department with the Department of Justice, a great saving to the Government has been effected, and it is quite probable that by the close of the current year a majority of the claims will have been equitably and satisfactorily adjusted.

No overtime now made by carriers; an immense saving to the Government.

The making of overtime by letter-carriers has practically ceased. This is due to the strict enforcement of my order of April 4, 1893, and the carrier force at all offices is now under excellent discipline. At the time of the issuance of this order, the letter-carriers throughout the United States were making an aggregate of 60,000 hours overtime per month, for which claims could be filed at the rate of \$16,500 per month, or \$198,000 per annum. If this order had not been issued, it is fair to assume that sufficient overtime would have been made during the fourteen months to the close of the fiscal year of 1894, to have formed the basis for over-time claims amounting to at least \$231,000.

THE CLASSIFIED SERVICE.

Civil-service law strictly enforced in free delivery offices.

Prior to 1893 the classified service in post-offices was confined to offices having 50 employés and over. On January 25, 1893, the President issued an order extending this service to all free-delivery offices; but the complete classification of all offices was necessarily delayed until July 1, 1893. Since that time special rules, conforming to the postal laws and regulations and the civil-service laws, have been carefully prepared by this Department for the guidance of postmasters, and to-day the civil-service law is being strictly and successfully enforced throughout the free-delivery service.

Removals must be approved by Department.

In order to fully protect the letter-carriers and prevent their removal on frivolous charges, I issued an order on June 28, 1894, that no letter-carrier should be removed except for cause, and upon written charges filed with the Post-Office Department, and of which the carrier should have full notice and an opportunity to make defense. This order not only has the effect of deterring postmasters from submitting frivolous charges, but, by giving the accused letter-carrier ample opportunity to prepare his defense, accords him a right never before recognized.

EXPERIMENTAL FREE DELIVERY.

Nothing has transpired during the year in connection with this service to cause me to change the opinion

expressed in my last report against it. This service should either be discontinued or cease to be an experiment, and be extended to all villages and towns throughout the country. I can not recommend the latter, however, as it would involve a very large expenditure of money, with comparatively a very small benefit to the public. I therefore suggest that the experimental free delivery in towns and villages be discontinued at the close of the current fiscal year.

Experimental free delivery in rural districts not needed or desired by the people. should be discontinued.

RURAL FREE DELIVERY.

Congress provided \$10,000 to be expended at the discretion of the Postmaster-General in testing the feasibility of establishing free delivery in rural districts. The amount provided for the purpose of this experiment was entirely too small to meet the cost of fair and satisfactory tests, and to have attempted them, under such circumstances, would have simply resulted in a waste of money. Therefore no tests were made.

The proposed plan of rural free delivery, if adopted, would result in an additional cost to the people of about \$20,000,000 for the first year; and, whatever may be the future postal system of this country, I do not believe the people are yet ready or willing to involve themselves in such a large expenditure for this purpose. Five per cent of this amount expended on reasonable and economical lines in improving the postal system, as it is now organized, would produce more benefit to the people at large than would result from these very expensive extensions.

Free delivery in rural districts not needed or desired by the people.

FREE-DELIVERY ESTIMATE.

The estimate for the Free-Delivery Service for the fiscal year 1895-'96 is \$12,790,283.64. This estimate shows a net increase of \$462,598.31 over the appropriation for the current fiscal year, or 3.75 per cent. Compared with the annual increase since 1888, viz, 9.38 per cent, these figures show that the estimate for the next year is extremely conservative. I am confident, however, that by careful and economical management it will prove sufficient to maintain an efficient free-delivery service and meet all requirements.

Estimate for free delivery very conservative.

POST-OFFICE SUPPLIES.

The number of requisitions filled in this division for the various classes of supplies for the fiscal year ended June 30, 1894, was 264,066, as against 254,116 for 1893, an

increase of 9,950. The continual growth of the service necessarily increases the duties and adds to the labor of the employes, yet the work has been performed by a smaller force and the expenditures have been considerably reduced, as a comparison of the appropriations and expenditures for 1893 with those of 1894 will show.

For the fiscal year ended June 30, 1893, there was appropriated the sum of \$547,122 and expended the sum of \$487,700, or 89 per cent of the appropriation. For the year ending June 30, 1894, there was appropriated \$488,500 and expended \$378,505, or 77½ per cent of the appropriation.

Money has
been saved on
post-office sup-
plies.

From these figures it will be seen that although the appropriation for 1894 was smaller than that of 1893 by \$58,622, the unexpended balance was greater by \$50,573.

These gratifying results have been accomplished by watchfulness and care in ordering supplies and in issuing the same with prudence and economy. Under the system recently inaugurated, postmasters, when ordering supplies for their offices, are required to give an inventory of the stock on hand. This enables the Department to deal with requisitions in an intelligent manner, and the excessive issue of supplies in many cases is thereby avoided and a considerable saving effected.

Scales which have been received from the different post-offices in a damaged condition and which were formerly discarded and disposed of at a trifling sum as old material, are now repaired, reboxed, and reissued. In the past eight months no less than 1,500 old scales have been reclaimed in this way, the saving effected thereby to the Government amounting to \$2,000.

DOMESTIC MONEY-ORDER BUSINESS.

At the close of the past fiscal year there were 19,264 domestic money-order offices in operation, 952 such offices having been established during the year and 122 discontinued. The number of domestic money orders issued during the year was 14,304,041, being an increase of 994,306, or 7.47 per cent. The value of these orders amounted to \$138,793,579.49, an increase of \$11,217,145.84, or 8.79 per cent. The average amount of these orders was about \$9.70 and the average fee was 8.46 cents.

Money-order
statistics.

INTERNATIONAL MONEY-ORDER BUSINESS.

During the last fiscal year 228 international money-order offices were established and 10 discontinued, leaving a total of 2,625 such offices in operation June 30, 1894. The

number of money orders issued in the United States for payment in foreign countries was 917,823, amounting to \$13,792,455.31, being a decrease in the number of 138,176, or 13.08 per cent, and a decrease in the amount of \$2,549,382.55, or 15.60 per cent. The number of orders of foreign issue paid in the United States was 361,180, amounting to \$6,568,493.78. The excess of issues over payments and repayments amounted to \$7,178,962.78; the average amount of such orders issued was \$15.03, and the average fee received therefor was 18.82 cents.

The decrease in the number of international money-orders issued in the United States during the past year is believed to be due largely to the general depression of business and consequent lack of employment among the foreign born population, who are, to a great extent, the chief patrons of the international money-order system. In consequence of the smaller number of orders issued there was a decrease in the revenue from the international business as compared with that of the previous year, amounting to \$19,817.49.

Reason for decrease in international money orders.

A direct exchange of money orders between this country and the British colony of Hongkong commenced July 1, 1894, in pursuance of the provisions of the convention concluded with that colony, a copy of which is appended to the report of the First Assistant Postmaster-General.

It is anticipated that a similar exchange of money orders with the kingdom of Greece will ere long be put in operation, negotiations having been commenced during the past year for the conclusion of a convention with that country.

POSTAL-NOTE BUSINESS.

There were issued during the year 7,765,310 postal notes, amounting to \$12,649,094.55, being an increase in number of 12,100, or 0.15 per cent, and a decrease in amount of \$253,982.18, or 1.97 per cent. The total amount of fees received for the issue of notes was \$233,503.56, an increase of \$89.37. The issue of postal notes ceased on July 1, 1894, in pursuance of the provisions of the act of January 27, 1894.

Postal notes discontinued.

SUMMARY OF MONEY-ORDER BUSINESS.

The total number of domestic and international money orders and of postal notes issued during the year was 22,987,174, of the value of \$165,235,129.35, being an increase in the number of transactions over those of the previous year of 868,230, or 3.92 per cent. and in the value of such

Gross revenue from money-order business. issues of \$8,413,781.11, or 5.36 per cent. The aggregate amount of fees received for the issue of domestic and international money orders and postal notes was \$1,616,804.47, an increase of \$60,937.66, or 3.92 per cent over the amount for the previous year. The gross revenue derived from the money-order business was \$960,341.26, being an excess of \$46,275.87 over the revenue of the preceding year.

MODIFICATIONS OF THE MONEY-ORDER BUSINESS.

Form of money order improved. A new form of domestic money order has been adopted, the distinctive feature of which is a marginal check and coupon, which, when detached, indicates the amount for which the order was issued. These coupons are forwarded to the Auditor by the issuing postmaster to be used by the former in auditing the account of the latter without awaiting the return of the order itself. A reduced schedule of fees for domestic money orders was put into effect on July 2, 1894. A money order for a sum not exceeding \$2.50 may now be obtained for a fee of 3 cents, the amount formerly charged for the postal note, the intention being to issue money orders in lieu of postal notes, which are no longer issued.

Money-order offices increased. With the same object in view the offices that were formerly offices of issue for postal notes only have been designated as limited money-order offices, and authorized to issue money orders for sums not exceeding \$5 each, a special form of order having been furnished to them. It is believed that these changes will work important results in the money-order business, and must certainly prove of great advantage to the public. The change in the system was made with much less friction than was anticipated.

DEAD-LETTER OFFICE.

Operations of Dead-Letter Office. The report of the Dead-Letter Office for the fiscal year ending June 30, 1894, shows that the number of pieces of original dead mail matter received during the year for treatment was 7,101,044; a decrease of 29,983 pieces from the preceding year, instead of an annual increase of this class of matter, which in 1893 amounted to 349,847. These figures show a difference in favor of the last year over the preceding one of 379,830, and indicate a larger degree of efficiency on the part of the general postal service. It is believed also that this decrease is attributable in part to the efforts of this office to secure a more speedy return of unclaimed mail matter to the senders by postmasters with-

out the unnecessary delay of having it sent to the Dead-Letter Office for treatment.

All postmasters were requested by correspondence to carefully observe the requirements of the postal regulations governing the sending of undeliverable mail matter promptly to the Dead-Letter Office, and to impress upon the patrons of their offices, as far as possible, the advantage of placing the address of the sender on each piece of matter intrusted to the mails.

The whole number of pieces treated in the Dead-Letter Office, including those on hand from the previous year, was 7,292,259. These were classified as follows: 5,367,310 were ordinary unclaimed letters; 227,237 were addressed to persons in care of hotels; 238,264 were mailed to foreign countries and returned by the various postal administrations as undeliverable; 45,068 were directed to initials or fictitious addresses; 7,711 were domestic registered letters; 653,037 were pieces of mail matter of foreign origin, and 188,562 were ordinary letters without inclosures, which had once been returned by the Dead-Letter Office to addresses, and, failing of delivery, were again sent to this office for final disposition.

The number of letters classed as unmailable comprised 86,183, which were either entirely unpaid or paid less than one full rate, and could not, therefore, be forwarded; 362,269 were either deficient in address or addressed to places not post-offices, or to post-offices which had no existence in the State named, and were classified under the general head of "Misdirected;" 30,939 were without any address whatever, and 3,305 were classed as "Miscellaneous." There were also received 82,374 unclaimed and unmailable parcels of third and fourth class matter.

Of the letters and parcels treated during the year, 801,195 pieces were restored to the owners without being opened; 6,299,991 were opened, and 2,511 remained on hand untreated at the close of the year. Of the 6,299,991 which were opened in the Dead-Letter Office, 384,346 were found to contain some inclosure of value other than the communication; 28,581 contained money, amounting to \$38,255.06; 29,020 letters containing drafts, promissory notes, money orders, or other evidences of indebtedness, with a face value of \$1,057,368.69; 4,170 contained postal notes, value, \$5,898.73; 40,214 inclosed paid notes, receipts, legal, and other papers of various characters; 35,041 contained photographs; 151,868 contained inclosures of postage stamps; 94,452 contained articles of merchandise, books, etc.; 1,000 contained manuscripts.

Of the above number there were restored to owners 18,083 letters, containing \$28,077.97; 27,910 letters, containing drafts, notes, money orders, etc., with a face value of \$966,979.13; 4,033 postal-note letters, with a value of \$5,606.57; 36,076 letters containing miscellaneous papers; 33,491 parcels of merchandise, books, etc.; 27,137 letters inclosing photographs, and 140,740 letters containing postage stamps; also 597 letters containing manuscripts. One million eight hundred and eighty-five thousand eight hundred and thirty-six letters, which contained no separate inclosures of value, were returned to the writers; the remainder, not disclosing the addresses of the writers sufficiently to warrant an effort to return them, were destroyed. The total number of parcels and letters delivered was 2,975,098, a gain of 267,260 pieces over the fiscal year ended June 30, 1893, the proportion of delivered matter being greater than in any preceding year.

BONDS OF POSTMASTERS AND CLERKS.

Bonds of postmasters should cover acts of subordinates.

I urgently recommend that the law be amended so as to make bonds given by postmasters cover the acts and conduct of their subordinates, and to authorize postmasters, for their own security, to take bonds from their subordinates.

Immense sums of money are annually handled by persons not under bond to the Government, and for whose acts no one but themselves are responsible. I do not deem it wise to suggest that the bonds should be given direct to the Government, for the reason, principally, that it is often difficult, and at times impossible, to determine whether the fault or crime lies with the postmaster or subordinate. Yet these persons should be held responsible and the difficulty should be overcome by making postmasters and their sureties liable for all losses occurring through the negligence or crime of anyone officially connected with their offices and making the subordinates liable to the postmasters for losses resulting from their crime or negligence.

RECOMMENDATIONS AFFECTING EMPLOYÉS.

Laws needed affecting employés.

I renew the recommendation made in my last annual report for the enactment of a law allowing postmasters, in their discretion, by and with the advice and consent of the Postmaster-General, to suspend employés not to exceed ten days without pay for violation of rules and regulations; and also of a law empowering the Postmaster-General to

grant leave of absence, not exceeding three months with full pay, to any clerk or letter carrier in a post-office who shall be disabled by any casualty while in the performance of duty.

CLASSIFICATION AND SALARY OF CLERKS IN THE LARGER POST-OFFICES.

I am gratified to say that the act of March 2, 1889, providing for the classification and the fixing of salaries of clerks and employes attached to first and second class offices, has resulted in material improvement in the clerical service of these offices, though the maximum salaries fixed by the said act for certain lines of clerical service are not large enough to command the highest order of clerical ability. I have suggested to the Committee on Post-Offices and Post-Roads of Congress, certain amendments to said act looking toward the readjustment of said salaries of said clerks, which, in my opinion, are just and proper.

Readjustment of salaries of certain classes of clerks needed.

BOND INVESTMENT AND LOTTERY SCHEMES.

During the past fiscal year this Department has given special attention to the suppression of lotteries and the numerous companies operating lottery schemes under the title of "bond investment companies," issuing no less than 223 "fraud" orders, prohibiting the delivery of registered packages and the payment of money orders. Twenty-one of these fraudulent concerns were driven out of business, leaving 202 orders in effect at the end of the fiscal year. During the fiscal year ended June 30, 1893, only 34 of these orders were issued.

Warfare on lottery schemes continued, with good results.

The great increase in these companies is attributed mainly to the numerous intricate questions arising out of the anti-lottery act of September 19, 1890, not being finally settled by the Supreme Court of the United States until January 30, 1893, and with the disappearance of the Louisiana lottery hundreds of so-called bond-investment companies started up all over the country, which, under high-sounding titles and alluring prospectuses, are in fact but lottery frauds of the worst character. The Department has been uniformly victorious in its legal contests with them, and its position has been upheld in the courts. The war on lotteries has been vigorously waged, and it is my purpose to continue it. It has driven them to foreign countries, the international mails and the express companies carrying the money and literature with which these illicit concerns transact their swindling business.

Amendment to
lottery law re-
commended.

A bill introduced in the last Congress and now pending, prohibiting interstate carriers from transporting lottery matter and extending the provisions of the second section of act September 19, 1890, to ordinary matter under seal, which would authorize the Postmaster-General to issue orders to return all ordinary matter under seal addressed to lottery concerns or their agents to the senders when known, or to the Dead-Letter Office when not known, will, in my opinion, if passed, strike at the root of this great evil and eradicate it. I therefore recommend that the law be amended so as to extend the provisions of said second section of the act of September 19, 1890, to ordinary mail matter under seal.

THE BOYCOTTING OF POST-OFFICES.

A recent and, to my mind, dangerous and serious form of boycott is rapidly increasing, and should be promptly met by legislation. I allude to the boycotting of post-offices by persons who have personal grievances against postmasters, and who consist usually of candidates defeated in their aspirations for appointment. The system consists of the boycotters, who usually are storekeepers, collecting and receiving mail for their customers and others whom they can enlist in the furtherance of their enmity against the postmaster, delivering the mail to the addressees, and depositing the same in the postal cars at a railroad station or in an adjacent post-office.

Boycotting
of post-offices
should be made
a crime punish-
able by fine.

I concur in the conclusions of the Assistant Attorney-General for the Post-Office Department that the systematic boycotting of a post-office by two or more persons, with the intent to affect the revenues of the office boycotted, might very properly be made a crime, punishable by fine, without infringing upon the rights or interfering with the convenience of the people at large. And I recommend that a law be passed making a systematic boycotting of a post-office by two or more persons, with the intent to affect the revenues of the boycotted office, a misdemeanor, punishable by fine.

The practice is a pernicious one. It permits interference with the Government in the conduct of its affairs which, in my opinion, by systematic and continued endeavor, will lead to grave results. It should be suppressed. While there is no direct loss in revenue to the Government, the income of the postmasters is illegally attacked and lessened, and might, in the smaller offices, be cut off altogether.

MAIL TRANSPORTATION.

To the Second Assistant Postmaster-General is assigned the duty of providing for the transportation of the mails. He also has general direction of the Railway Mail Service and foreign mail service.

The following is a summary of the inland mail service in operation June 30, 1894:

| | |
|---|-----------------|
| Number of routes..... | 31,597 |
| Length of routes.....miles.. | 454,746.20 |
| Annual rate of expenditure..... | \$45,375,359.77 |
| Number of miles traveled per annum..... | 396,809,866.36 |

Summary of inland mail transportation.

Comparison with the report for June 30, 1893, shows—

| | Per cent. | Percentage of increase. |
|---|-----------|-------------------------|
| An increase in routes of 766, or | 2.48 | |
| An increase in distance traveled per annum of 15,310,780.61 miles, or | 4.01 | |
| An increase in the annual rate of expenditure of \$1,777,362.22, or .. | 4.07 | |

STAR SERVICE.

Star service is that which is let under contract without reference to the mode of transportation other than that the mails shall be carried with "celerity, certainty, and security." It includes nearly all of the inland service that is not performed by railroads, steamboats, or mail messengers. The system of star routes, starting from railroads as bases of supply and reaching out to the most remote settlements, comes nearer to the people in rural communities than any other branch of mail transportation.

Renewed efforts have been made to render this service more efficient, and the close of the year showed an increase in the number of routes of 716; in the length of routes of 1,728.50 miles; and in the distance traveled of 3,354,073.06 miles. The total length of star-service routes is 251,587.55 miles.

Length of star service.

STAR-ROUTE CONTRACTS.

The reletting of contracts for star service during the year resulted in a reduction in annual cost of \$225,661.21, which represents a saving during the contract term of \$902,644.84, although the new contracts provide for an increase in the number of miles of annual travel of over 3 per cent more than was covered by the contracts which expired. This reduction renders it possible to make the estimate for next year \$125,000 less than the appropriation for the current year. Some changes have been made in the form of contract for star service to secure an additional guaranty for the faithful performance of service by all persons who may become the accepted bidder on more than one route.

Saving effected by reletting of star-service contracts.

Regulations have been issued looking to the further protection of subcontractors in securing their pay for service performed.

Reports to Congress on this subject unnecessary

The recommendation is renewed for the repeal of parts of section 413, Revised Statutes, requiring certain reports to be made to Congress relative to proposals received and contracts made for mail service. It is understood that such reports have not been printed for several years, and the work of preparing them would seem to be unnecessary.

REGULATION WAGON SERVICE.

This service provides for transporting the mails in thirty-seven of the largest cities. New plans and specifications have been adopted for the construction of several sizes of two-horse and one-horse wagons to be used in the performance of this service, superseding those adopted in 1879. The new wagons will embody the modern improvements designed for that class of wagons.

Screen wagon service was established in ten additional cities during the year, and is now in operation in seventy-eight cities with satisfactory results.

STEAMBOAT SERVICE.

As railroad routes, supplemented by star and messenger routes, are extended, it becomes possible to gradually dispense with steamboat routes, although it will always be necessary to maintain them in some parts of the country. At the close of last year there was a decrease of nine routes and of \$9,851.62 in the annual rate of expenditure. The total mileage of steamboat service now is 11,054.

The reletting of steamboat contracts during the past year will effect a saving of \$78,006.16 during the contract term.

MAIL-MESSENGER SERVICE.

A careful supervision of this service has effected a reduction of about $1\frac{1}{2}$ per cent in cost, although the increase in annual travel amounted to more than 300,000 miles. The estimate for next year is less than the appropriation for the current year.

RAILROAD TRANSPORTATION.

Large increase in railroad service.

On June 30, 1894, there were in operation 2,606 railroad routes, aggregating 169,768.81 miles in length. The annual travel was 264,717,595.28 miles, and the cost was \$27,153,091.16. Seventy-seven routes and 2,816.44 miles in length were added during the year, the increase in annual travel being 11,967,021.08 miles.

ELECTRIC LINES.

The electric car is becoming each year a more important factor in mail transportation. Service is now in operation on forty-seven such lines at rates fixed by law for the carriage of mails on steam roads. They are now principally employed for the supply of suburban towns. Efforts are now being made to further utilize electric and other rapid-motor street-car lines to expedite the handling of mails in our more important cities where such arrangements can be made to the advantage of the service. This is now being done in a number of cities, and it is expected that other improvements in this direction will be effected within the current year.

Electric lines
utilized.

MAIL EQUIPMENT.

During the year there were purchased 155,704 mail bags, and canvas for making 40,164 others.

In the Department's mail-bag shop 1,338,970 bags were repaired and 4,908 were made.

It is a noticeable fact that the sum annually expended during the past few years on account of mail bags and mail-catchers has been less than the expenditure seven years ago, although there are in use to-day three times as many leather pouches and twice as many canvas sacks as there were then. Such a creditable result is largely due to the system adopted in later years of carefully inspecting all worn or damaged bags, condemning only the worthless ones and repairing the others. This has made it possible to continue a bag in use for five years instead of three, an increase in the average life of a bag of 66 per cent.

Good work per-
formed by De-
partment mail-
bag shop.

The work turned out by the Department's lock shop was of the best, and was done at a cost to the Government of only about one-half the rates paid under the last contracts.

FOREIGN MAILS.

From the report of the Superintendent of Foreign Mails for the past fiscal year, I extract the following figures and estimates:

| | | | |
|---|----------|----------------|--|
| Aggregate weight of the mails dispatched by sea | pounds.. | 5,789,016 | Weight and |
| Weight of the transatlantic mails | do.... | 4,269,956 | cost of foreign |
| Weight of all other mails | do.... | 1,519,060 | mails, and esti- mate for 1895-'96. |
| Aggregate cost of the service | | \$1,417,832.58 | |
| Credits | | 178,470.00 | |
| Net cost | | 1,239,362.58 | |
| Estimate for the fiscal year 1895-'96 | | 1,919,400.00 | |

REPORT OF THE POSTMASTER-GENERAL.

THE SEA POST SERVICE.

Sea post-offices have been maintained as usual on the steamers *New York* and *Paris*, and on the fast steamers of the North German Lloyd and Hamburg-American packet companies. This service has become a valuable and indispensable feature of our foreign mail transportation.

THE PARCELS POST.

We have established the parcels post with one more country, a convention with Newfoundland having gone into operation on the 1st of April, 1894, a copy of which is appended hereto.

CONTRACT OCEAN MAIL SERVICE.

Only three contracts are in operation, viz, New York to La Guayra, New York to Tuxpan, and New York to Havana:

| | | |
|--|--|--------------|
| Contract and noncontract systems compared. | At a cost of | \$286,868.00 |
| | If they had not been under contract the cost would have been | 29,088.72 |

The difference being 257,779.28

The noncontract system gives us the choice of the fastest and best steamers at a minimum of cost, but has the disadvantage of leaving us without any control over the movements of the vessels.

STEAMSHIP SUBSIDY CONTRACTS.

The following table shows the contracts made by my predecessor under the act of March 3, 1891, the obligations created under each, those canceled during the year, and those now remaining in force:

Statement (1) showing the contracts for ocean mail service fully executed pursuant to the act of Congress approved March 3, 1891, the pay per mile, per annum, and the entire contract term on each route; (2) the contracts which have been canceled, and (3) the contracts still in force.

| No. | Terminals. | Contractors. | Contract term. | | Service dis-continued. | Compensation. | | | | | Whole amount paid up to June 30, 1894. | Unexpended balance. | | | |
|-------|-----------------------------|---|----------------|---------------|------------------------|-------------------|---------------|----------------|---------|--------------------------------|--|---------------------|--------------|---------------|--|
| | | | Years. | From— | | To— | Per annum. | | | For the entire con-tract term. | | | | | |
| | | | | | | | No. of years. | Rate per mile. | Amount. | | | | | | |
| 30 | Galveston to La Guayra. | John B. Clarke | 5 | Jan. 15, 1894 | Jan. 15, 1899 | Jan. 22, 1894 | | | | \$0.66½ | \$57,672.00 | \$288,360.00 | None. | \$288,360.00 | |
| 36 | New York to La Guayra. | Boulton, Bliss & Dallett. | 10 | Mar. 1, 1892 | Mar. 1, 1902 | Still opera-tive. | | | | 1.00 | 81,288.00 | 812,880.00 | \$187,414.00 | 625,466.00 | |
| 42 | New York to Colon | Pacific Mail S. S. Co. | 10 | Feb. 1, 1892 | Feb. 1, 1902 | Mar. 31, 1894 | | | | 1.00 | 118,612.00 | 1,113,128.00 | 166,513.00 | 946,615.00 | |
| 44 | San Francisco to Panama. | do | 10 | do | do | Sept. 30, 1893 | | | | 3 \$0.66½ | 99,224.00 | 1,802,569.33 | 141,025.74 | 1,661,543.59 | |
| 47 | San Francisco to Hongkong. | do | 10 | do | do | Mar. 31, 1894 | | | | 2 1.00 | 95,524.00 | 8,247,816.00 | 188,396.00 | 3,049,420.00 | |
| 57 | New York to Southampton. | International Nav-igation Co. | 10 | Oct. 12, 1895 | Oct. 12, 1905 | | | | | 4.00 | 760,864.00 | 7,608,640.00 | None. | 7,608,640.00 | |
| 58 | New York to Antwerp. | do | 10 | do | do | Jan. 30, 1894 | | | | 4.00 | 799,968.00 | 7,999,680.00 | None. | 7,999,680.00 | |
| 64 | New York to Buenos Ayres. | United States and Brazil Mail S. S. Co. | 5 | Dec. 10, 1892 | Dec. 10, 1897 | Sept. 30, 1893 | | | | .66½ | 38,213.33 | 191,066.67 | 3,153.17 | 187,913.50 | |
| 67 | New York to Rio de Janeiro. | do | 5 | Dec. 1, 1892 | Dec. 1, 1897 | do | | | | .66½ | 62,040.00 | 310,200.00 | 12,408.00 | 297,792.00 | |
| 69 | New York to Tux-pan. | New York and Cuba Mail. | 5 | Nov. 1, 1892 | Nov. 1, 1897 | Still opera-tive. | | | | 1.00 | 1130,104.00 | 650,520.00 | 215,172.00 | 435,348.00 | |
| 70 | New York to Ha-vana. | do | 5 | do | do | do | | | | 1.00 | 73,476.00 | 367,380.00 | 122,931.00 | 244,449.00 | |
| Total | | | | | | | | | | | | 24,392,240.00 | 1,047,011.91 | 23,345,228.09 | |

Statement (1) showing the contract for ocean mail service fully accounted pursuant to the act of Congress approved March 3, 1891, etc.—Continued.

(2) CONTRACTS CANCELED.

| Route. | | Contract term. | | | Service dis-continued. | Compensation. | | | | | Whole amount paid up to June 30, 1894. | Unexpended balance. | | | |
|--------|-----------------------------|---|--------|---------------|------------------------|----------------|---------------|----------------|----------|--------------------------------|--|---------------------|---------------|----------------|-----------------|
| No. | Terminals. | Contractors. | Years. | From— | | To— | Per annum. | | | For the entire con-tract term. | | | | | |
| | | | | | | | No. of years. | Rate per mile. | Amount. | | | | No. of years. | Rate per mile. | Amount. |
| 30 | Galveston to La Guayra. | John B. Clarke | 5 | Jan. 15, 1894 | Jan. 15, 1899 | Jan. 22, 1894 | | | | | \$0.66 1⁄2 | \$57,672.00 | \$238,360.00 | None. | \$238,360.00 |
| 42 | New York to Colon | Pacific Mail S. S. Co | 10 | Feb. 1, 1892 | Feb. 1, 1902 | Mar. 31, 1894 | 2 | | \$82,116 | 8 | 1.00 | 118,612.00 | 1,113,128.00 | \$166,513.00 | \$48,615.00 |
| 44 | San Francisco to Panama. | | 10 | do | do | Sept. 30, 1893 | 3 | \$40.66 1⁄2 | 93,224 | 7 | 1.00 | 214,985.33 | 1,802,569.33 | 141,025.74 | \$61,543.56 |
| 47 | San Francisco to Hongkong. | | 10 | do | do | Mar. 31, 1894 | 2 | 1.00 | 95,524 | 8 | 2.00 | 382,096.00 | 3,247,810.00 | 198,390.00 | \$3,049,420.00 |
| 58 | New York to Antwerp. | International Nav-igation Co. | 10 | Oct. 12, 1895 | Oct. 12, 1905 | Jan. 30, 1894 | | | | 4.00 | | 799,968.00 | 7,999,680.00 | None. | 7,999,680.00 |
| 64 | New York to Buenos Ayres. | United States and Brazil Mail S. S. Co. | 5 | Dec. 10, 1892 | Dec. 10, 1897 | Sept. 30, 1893 | | | | .66 1⁄2 | | 38,213.33 | 191,066.67 | 3,152.17 | 187,914.50 |
| 67 | New York to Rio de Janeiro. | | 5 | Dec. 1, 1892 | Dec. 1, 1897 | do | | | | .66 1⁄2 | | 62,040.00 | 310,200.00 | 12,408.00 | 297,792.00 |
| Total | | | | | | | | | | | | | 14,952,820.00 | 521,494.91 | \$14,431,325.09 |

(3) CONTRACTS STILL IN FORCE.

| | | | | | | | | | | | | | |
|------------|--------------------------|-------|---------------|---------------|-------|-------|-------|-------|-------|-------------|--------------|--------------|----------------|
| 36 | New York to La Guayra. | 10 | Mar. 1, 1892 | Mar. 1, 1902 | ..... | ..... | ..... | ..... | ..... | \$91,288.00 | \$812,880.00 | \$187,414.00 | \$625,466.00 |
| 57 | New York to Southampton. | 10 | Oct. 12, 1893 | Oct. 12, 1903 | ..... | ..... | ..... | ..... | ..... | 700,864.00 | 7,008,640.00 | None. | 7,008,640.00 |
| 69 | New York to Texas. | 5 | Nov. 1, 1892 | Nov. 1, 1897 | ..... | ..... | ..... | ..... | ..... | 130,104.00 | 650,520.00 | 215,172.00 | 435,348.00 |
| 70 | New York to Havana. | 5 |do |do | ..... | ..... | ..... | ..... | ..... | 73,476.00 | 367,380.00 | 123,931.00 | 244,449.00 |
| Total..... |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 528,517.00 | \$8,913,903.00 |

* The lengths of Routes Nos. 30, 57, and 58 have not been furnished officially; consequently the estimates of pay upon these routes are approximate only.

† Calculated upon a length of 2,562 statute miles.

RAILWAY MAIL SERVICE.

The Railway Mail Service comprises one of the most important and interesting features of the postal service.

The record of the year's service is set out at length in the report of the General Superintendent, appended hereto.

The record of efficiency is referred to in my remarks upon the classified civil service. The record of case examinations makes an unusually good showing. The casualties, I am very pleased to say, have been less in number than for the previous year.

Importance
and efficiency of
Railway Mail
Service.

There is at present pending in Congress a bill for the relief of Railway Mail Service clerks injured in the line of their duties and the families of those killed while on duty, which is a proper and just measure.

I also renew my recommendation for the reorganization and reclassification of the Railway Mail Service.

OBSTRUCTIONS OF TRAINS.

In my last annual report I called attention to the necessity for legislation such as then was and is now recommended by the Superintendent of the Railway Mail Service for the punishment of train wrecking, and for legislative determination and definition of a mail train. Such legislation would be of great advantage to the postal service, and during the past year would most likely have prevented the embargo placed upon the mail trains of the Great Northern Railway by the strike which practically tied up that system from April 13 to May 1. It would also have lessened the loss of life, destruction of property, loss of revenue to the Department, and other great evils incident to the greater strikes that paralyzed all business to a greater or less extent from June 27 until July 24 of this year.

Legislation
urged.

Many of the lines centering at Chicago from the East, North, and South were operated intermittently, while all of the transcontinental lines except the Great Northern, which was seriously impaired by washouts, were effectually blockaded. The Department naturally was very much handicapped by this condition of affairs in the furtherance of its business; but it kept watch of every opportunity presented, and availed itself of all avenues offered for the delivery and supply of mail in any part of the country, whether by rail or water.

Effect of strikes
on postal service.

The officers and clerks of the Railway Mail Service are entitled to special credit and commendation for their zeal and fidelity during this period of confusion and violence.

IMPROVEMENTS IN THE SERVICE.

Three important improvements in transmission of western mails.

A number of very notable improvements in the way of expediting the delivery of mail matter have taken place within the past year.

In March last the Chicago and Northwestern Railroad put on a train due to leave Chicago at 3 a. m. for Milwaukee, Wis., Escanaba, Mich., Marquette, Mich., Houghton, Mich., and Ashland, Wis. This train, running as it does in connection with the fast mail from New York and all Eastern points, arriving in Chicago at 12:45 a. m., advances mail practically one day for a large section of Wisconsin and all of northern Michigan. It also places the Chicago morning papers in the hands of subscribers throughout all that section early on the day of issue.

The Chicago and Northwestern Railroad also, on April 11, 1894, put on a fast train from Chicago to Omaha, leaving Chicago at 3 a. m., and advancing mails for all points on the line of that road through Illinois and Iowa. This was supplemented, under date of October 28, by a change of schedule, which practically affords direct through fast-mail service, leaving Chicago at 3 a. m., and running to Deadwood, S. Dak. You can imagine that the benefits to the people along the line of this road in consequence of this expedited service are very thoroughly appreciated.

On April 29 the Chicago, Rock Island and Pacific Railroad also put on a fast mail train leaving Chicago at 3 a. m., expediting mails for all points along the line of that road and connecting lines through Illinois and Iowa.

Aggregate of improvements.

While these three are probably the most important improvements in the way of expedited service that have occurred during the past year, it may be well to remark that the usual number of extensions and improvements have been made on smaller lines. These improvements, either in the way of new service, extension of old service, or frequency of service on old lines, aggregate about 8,000 miles of service—a very material advance.

FINANCIAL STATEMENT FOR THE YEAR.

I present here, partially itemized, a statement of the expenditures of the Department for the year: The financial statement.

| | |
|---|--------------------|
| Railroad transportation of the mails..... | \$25, 661, 567. 26 |
| Compensation of postmasters..... | 15, 899, 709. 98 |
| Free-delivery service..... | 11, 239, 251. 37 |
| Compensation to clerks in post-offices | 8, 759, 386. 96 |
| Compensation to railway post-office clerks..... | 6, 878, 194. 79 |
| Star transportation of the mails..... | 5, 846, 855. 65 |
| Railway postal-car service | 2, 921, 957. 18 |
| Mail-messenger service..... | 1, 208, 972. 71 |
| Transportation of foreign mails..... | 1, 250, 154. 47 |
| Manufacture of stamped envelopes, newspaper wrappers, and letter sheets..... | 901, 549. 36 |
| Rent, light, and fuel in first and second class post-offices | 789, 412. 05 |
| Rent, light, and fuel in third-class post-offices..... | 573, 265. 44 |
| Inland mail transportation—steamboat..... | 416, 679. 26 |
| Manufacture of postage stamps | 338, 745. 35 |
| Special-delivery service..... | 261, 209. 70 |
| Mail bags and mail-bag catchers | 233, 854. 82 |
| Mail depredations and post-office inspectors..... | 197, 339. 19 |
| Manufacture of postal cards..... | 177, 327. 21 |
| Necessary and special facilities on railroads..... | 151, 540. 71 |
| Miscellaneous items, including office furniture, under First Assistant Postmaster-General's office..... | 106, 759. 51 |
| Expenditures under twenty other smaller items of appropriation..... | 510, 681. 18 |
| Total expenditure..... | 84, 324, 414. 15 |

The revenue by items was as follows:

| | |
|---|--------------------|
| Sale of postage stamps, stamped envelopes, newspaper wrappers, letter sheets, and postal cards..... | \$70, 199, 151. 82 |
| Box rents at post-offices | 2, 483, 179. 02 |
| Receipts from money-order business | 960, 341. 26 |
| Letter postage paid in money, consisting mainly of balances paid by foreign postal administrations..... | 81, 827. 17 |
| Fines and penalties | 19, 285. 42 |
| Miscellaneous receipts | 18, 828. 61 |
| Receipts from unclaimed dead letters..... | 17, 865. 74 |
| Receipts from other sources | 1, 300, 000. 00 |
| Total revenue..... | 75, 080, 479. 04 |

| | |
|---|-----------------|
| Excess of expenditures over receipts..... | 9, 243, 935. 11 |
|---|-----------------|

The following figures will be interesting as showing the percentage of increase of expenditures for the current year as contrasted with those of recent years: Percentages of increase contrasted.

| | |
|---|----------------------------------|
| In the year ending June 30, 1890—the first full year of my predecessor's administration—the increase of total expenditure over the previous year was..... | \$4, 553, 869, or 7. 4 per cent. |
| In 1891 the increase was | 5, 731, 624, or 8. 7 per cent. |
| In 1892 the increase was | 4, 661, 420, or 6. 5 per cent. |
| In 1893 the increase was | 4, 750, 342, or 6. 2 per cent. |
| In 1894—the first full year of my own administration—the increase was..... | 3, 250, 309, or 4. 0 per cent. |

Ratio of increase has been lowered.

From these figures it will be seen that the ratio of increase during the past year has been reduced 2.2 per cent from the ratio of the immediately preceding year, and 3.2 per cent from the average ratio of the four years preceding—a reduction which in amount is more than \$1,500,000.

Two large items of loss.

It should also be stated that great as this reduction is, it might have been greater but for the purchase during the year of over a billion Columbian postage stamps and stamped envelopes under arrangements made during the administration of my predecessor, amounting, over the cost of ordinary stamps and envelopes, to something like a hundred thousand dollars; and the deficit might have been a quarter of a million dollars less but for the reduction of the registry fee on letters, made just before I entered into office, which cut off about that amount of the year's revenue.

When we come to examine the separate large items of expenditure made during the past year the same gratifying condition of things will appear. In other words, the ratio of increase in most of the principal items has been considerably less than for the immediately preceding year, and generally less than the average of the previous four years.

Fewer outstanding obligations.

I am furthermore advised that the expenditures have been made more nearly up to the full amount of the year's indebtedness; or, to state the fact differently, there are fewer outstanding obligations, and for very much smaller amounts, than has occurred for many years before. Besides, as is elsewhere in this report more specifically stated, there have been a number of transactions entered into during the year which will effect a saving of many hundred thousand dollars—transactions that, although not yet appearing in the annual balance sheet, will be seen in that for the current year, and for several years thereafter.

SPECIAL-DELIVERY SYSTEM.

The statistics of special delivery show a small increase over the business of the previous year.

Special-delivery business summarized.

The total number of articles bearing special-delivery stamps mailed during the year was 3,436,970, a gain over the mailing of the previous year of 1.8 per cent. The value of the special-delivery stamps used was \$343,697, and the amount paid to messengers was \$261,209.70, leaving a profit to the Government of \$82,487.30.

There were employed at the letter-carrier offices during the year an average of 1,656 messengers.

The average time for making delivery was nineteen minutes.

ISSUES OF STAMPED PAPER.

The total number of pieces of stamped paper issued during the year was 3,668,819,016, made up of the following items:

| | |
|--|-------------------------|
| Ordinary postage stamps..... | 1, 632, 550, 250 |
| Columbian postage stamps..... | 969, 728, 105 |
| Special-delivery stamps..... | 3, 674, 020 |
| Newspaper and periodical stamps | 4, 212, 027 |
| Postage-due stamps..... | 18, 038, 148 |
| Ordinary stamped envelopes | 193, 322, 250 |
| Special-request stamped envelopes..... | 279, 446, 000 |
| Columbian stamped envelopes: | |
| Plain..... | 19, 504, 968 |
| Special-request..... | 33, 576, 750 |
| Stamped newspaper wrappers..... | 45, 625, 250 |
| Stamped letter-sheet envelopes..... | 641, 500 |
| Postal cards, all kinds..... | 468, 499, 750 |
| Total..... | 3, 668, 819, 016 |

These issues aggregate \$70,239,910.65 in value, and show a falling off of about 7 per cent from the issues of the preceding year. A falling off in issue of stamped paper.

NEWSPAPERS AND PERIODICALS MAILED.

There were mailed during the year, at the pound rate of postage, newspapers and periodicals aggregating in weight 254,790,306 pounds, upon which \$2,547,903.06 postage was collected. Weight of newspaper mail.

Adding the estimated weight of this class of matter which is mailed free within the counties of publication gives a total of mailings for the year of 299,753,301 pounds.

In another part of this report I have discussed at length the abuses arising from the mailing of second-class matter.

POSTAGE-STAMP CONTRACT.

Shortly prior to the termination of the contract with the American Bank Note Company, of New York City, for furnishing postage stamps, and after the receipt of several proposals, in response to the Department's advertisement, for supplying them for another period of four years, an estimate was received from the Chief of the Bureau of Engraving and Printing which was lower than any of the bids submitted, and which for various other reasons was considered particularly advantageous to the Government. Printing of stamps given to Bureau of Printing and Engraving.

I accordingly awarded the work to the Bureau, which, under an agreement between the Post-Office and Treasury Departments on June 9, 1894, is now manufacturing and fur-

nishing regularly to postmasters all the postage stamps called for.

Amount saved
by new arrange-
ment.

The saving to the Government under the new arrangement, on the basis of the past year's issues, is here shown:

| | |
|--|------------|
| Cost of procuring stamps, under the contract with the American Bank Note Company, for the year ending June 30, 1894. | \$197, 341 |
| Cost of procuring same number under arrangement with Bureau of Engraving and Printing..... | 132, 185 |
| Saving for one year..... | 65, 156 |

Making a fair allowance for increased issues for the remaining three years, the saving during the contract term would amount to about \$275,000.

POSTAL CARD AND STAMPED ENVELOPE CONTRACTS.

New contract
for furnishing
stamped envel-
opes and amount
saved thereby.

A new contract has also been entered into for furnishing stamped envelopes at greatly reduced rates of cost, the prices being about 24 per cent less than under the old contract. The Third Assistant Postmaster-General calculates the saving in cost upon the probable issues during the contract term to be \$906,480.

The saving under the contract for postal cards which went into effect October 1, 1893, proving to be about as estimated in my last report, it is believed that the saving to the Government on the three contracts for furnishing stamped paper for the period of four years during which they are to run will be, in round numbers, \$1,443,000.

REGISTRATION STATISTICS.

Registry busi-
ness summarized.

From the report of the Third Assistant Postmaster-General the number of letters and other pieces of mail matter registered during the year is found to be 15,050,554, of which 12,461,438 were paid registrations and the remainder were free.

The amount of registry fees collected was \$996,915.04; a decrease from the amount collected during the previous year of 13.3 per cent.

There has also been a decrease in the number of paid registrations of 2.6 per cent.

INDEMNITY FOR LOST REGISTERED MATTER.

The Third Assistant Postmaster-General renews his recommendation of last year, for the enactment of a law under which indemnity, not to exceed \$10 in any case, may be made for actual losses in the registered mails when recovery, after investigation, is found to be impossible.

It is his opinion that under such a law a considerable amount of revenue would be obtained from increased registrations and that the losses in the ordinary mails would be greatly reduced.

Such an indemnity is paid by all the principal foreign administrations. I recommend that the matter be laid before Congress.

An indemnity for lost registered matter recommended.

ABUSES CONNECTED WITH SECOND-CLASS MATTER.

In my report of last year, commenting upon the increase in the mailings of second-class matter over the mailings of the preceding year—an increase that appeared, in contrast with the general increase of postal business, to be disproportionately great—I intimated that the cause of it might be not so much the healthy growth of genuine newspapers and periodicals, as the enterprise of merchants, manufacturers, and others in securing the entry of publications into this favored class of mail matter that are not entitled to the privilege; and I stated my intention to look into the subject more closely when an opportunity should arise.

Disproportionate growth of second-class mail business investigated.

During the past year this opportunity has been time and again presented; for, apart from a general examination into the question, I have had specially before me a number of important cases, arising both originally and on appeal from decisions given by the departmental officer having jurisdiction over this class of business. I have also had occasion, at the request of committees of Congress, to give analytical opinions upon several bills intended to modify the law relating to second-class matter; and I have examined, to some extent, the statistics of second-class business of past years, including its cost, in comparison with the business of to-day.

The effect of all this upon my mind is a conviction that the statutes and the precedents upon which the business now rests are defective; that they embody the only really great abuse at present existing in the postal service; and that as this abuse is growing all the time, some remedy should be applied.

A remedy required.

Let me present here some figures that will serve to support this conviction:

I believe the first emphatic official protest against the abuses known to exist in the mailing of second-class matter was made in the report of the Third Assistant Postmaster-General for 1887, during which year, it appears, the weight

of all this class of matter mailed, not including what is known as "free-county matter," or matter mailed free to subscribers living in the respective counties of publication, amounted to a little over 126,000,000 pounds. Great as this was, the volume of the matter has since enormously increased.

| | Pounds. |
|---|---------------|
| Enormous in- In 1888, the weight was, in round numbers..... | 143, 000, 000 |
| crease in recent In 1889, it was..... | 162, 000, 000 |
| years. In 1890, it was..... | 174, 000, 000 |
| In 1891, is was..... | 197, 000, 000 |
| In 1892, it was..... | 223, 000, 000 |
| And in 1893, it was..... | 256, 000, 000 |

Thus, in six years only—the volume of other matter increasing at an average probably of but little over 6 per cent annually—the weight of paid second-class matter mailed was more than doubled. Of course no one can believe that such an increase is legitimate.

Equally startling is the fact that this 256,000,000 pounds of matter, added to about 44,000,000 pounds of "free county matter"—making together 300,000,000 pounds—represented about two-thirds of the gross weight of matter of all classes carried in the mails; and these figures, with a slight modification, fairly represent the condition of things for the fiscal year 1894.

When the number of pieces of this matter mailed is compared with the number of pieces of other matter, the disproportion is not so great; but still it is such as almost to stagger belief: they amount to nearly one-third of all the pieces dispatched. Following are the figures for the year ending June 30, 1894:

| | | |
|----------------|--|------------------|
| Statistics for | Number of letters and other pieces of first-class matter | |
| 1894. | mailed during the year at letter rates of postage.... | 2, 298, 100, 000 |
| | Number of letters and other first-class matter on official | |
| | business, free..... | 85, 630, 000 |
| | Total letters paid and free..... | 2, 383, 730, 000 |
| | Number of postal cards mailed..... | 468, 490, 000 |
| | Number of newspapers and periodicals mailed by publishers and news agents, paid..... | 977, 030, 000 |
| | Number of newspapers and periodicals mailed free in the several "counties of publication"..... | 381, 580, 000 |
| | Number of newspapers and periodicals mailed by others than publishers and news agents..... | 70, 840, 000 |
| | Total pieces of second-class matter..... | 1, 429, 450, 000 |

| | |
|--|-------------------------|
| Number of pieces of third-class matter mailed—books, pamphlets, circulars, etc..... | 589, 180, 000 |
| Number of pieces of fourth-class matter mailed—pack- ages of merchandise, etc.; including seeds, plants, etc..... | 48, 240, 000 |
| Aggregate of pieces of all classes mailed | 4, 919, 090, 000 |

The total weight of all matter dispatched in the mails of the United States during the year ending June 30, 1894, I estimate to be about 451,000,000 pounds, of which 299,000,000 pounds, or nearly two-thirds, were comprehended in the mailings of second-class matter. The cost of carrying all this matter was \$36,207,572, which gives an average of a small fraction over 8 cents a pound. From returns made by postmasters to the Department, it appears that the paid mailings of second-class matter for the year amounted to something over 254,000,000 pounds, the remaining 45,000,000 pounds being "free county" matter.

Loss on trans-
portation of sec-
ond class matter
computed.

| | |
|--|----------------|
| Multiplying this weight—254,000,000 pounds— by the cost per pound—say 8 cents—gives as the total cost of carriage..... | \$20, 320, 000 |
| From which should be deducted the postage actually collected on the matter for the year— at the pound rate—in round numbers..... | \$2, 547, 000 |
| And such additional postage as was paid by others than publishers and news agents, including postage at special local rates in carrier cities, say..... | 800, 000 |
| | 3, 347, 000 |
| Leaving a net loss to the Government, on the transportation of the matter, of..... | \$16, 973, 000 |

This calculation applies to transportation alone. The separate cost of distribution and delivery I will not attempt to estimate, but anyone can see that those items of expenditure would largely swell the loss.

I do not advocate a change of rates now upon legitimate newspapers and periodical magazines. My purpose is to urge the withdrawal of low postage rates from the large class of pretended periodicals that are now improperly enjoying them; not only on account of the inherent propriety of that course, but because I am almost hopeless of ever seeing the financial condition of the Department properly established until such withdrawal is brought about.

The remedy.

BOOKS FALSELY PURPORTING TO BE PERIODICALS.

Publications
which do not de-
serve the privi-
lege of second-
class rates.

The most conspicuous class of these pretended periodicals is what are now generally known as serial paper-covered books. They are in no sense serial, however, except in name, being usually given some such general designation as the " Fireside Series," the " Detective Library," or some other title of like character. They are nothing but books, pure and simple, and many of them very trashy books at that, each one distinct in itself, the " series " never being devoted to anything in particular, having few subscribers, and with no real subscription price, except a nominal one, for not one man in a hundred ever dreams of buying the books except as he would buy any other book. They in fact differ in no respect from other books, except to a large extent in the lack of literary merit and in having always paper covers.

To call these publications periodicals—although the attorneys of some of the publishers, I learn, have gravely insisted upon this claim before committees of Congress—is an utter absurdity. They possess not one of the characteristics prescribed by law for the ascertainment of second-class matter.

Why they must
be admitted.

It may be pertinently asked, Why, then, are they permitted to enjoy second-class privileges? The answer to this is that, years ago, in the case of a questionable publication having some of the features of a periodical, the Attorney-General of the United States gave an opinion, in passing upon its classification, which opened the door to the admission of other publications still more questionable; until, little by little, precedents were established under which the entire class now under consideration was eventually let in. And the field is still widening.

This state of things is not merely a wrong to the Government, and to the senders of other classes of mail matter, which, producing a surplus of revenue, are thus unduly taxed, but it is a wrong to the publishers of other books, and, I believe, a sort of debasement of the nation's literature.

ADVERTISING SHEETS AND "HOUSE ORGANS."

Another class of publications now largely enjoying the low postage accorded to second-class matter is what has got to be known as the " house organ," being simply a paper or pamphlet got up more or less elaborately, devoted mainly to the advertising of some mercantile, manufacturing, or other establishment, but purporting to be devoted

to trade, claiming a bona fide list of subscribers, and nominally conforming to other conditions of second-class matter.

The bogus trade paper, not devoted to the advertising of any particular house, is another illustration of the same abuse of the mails. In these cases the publication is mainly a lot of advertisements—one might properly call them a series of advertising circulars stitched together—with a little worthless literary matter thrown in here and there to give the thing the semblance of genuineness. The aim of the publisher is to circulate the advertisements. Subscription is a secondary matter, often not-cutting any figure at all in the enterprise, so that the publication is not only habitually given away, but the publisher is frequently under contract with the advertisers to circulate a given number of their advertisements with every issue.

"Trade" publications discussed.

Other like illustrations of the abuse might be presented, but I hardly think it necessary to go further into this branch of the subject.

THE MAILING OF SAMPLE COPIES.

Of great moment in connection with the abuse I am discussing is the privilege given to publishers of newspapers and magazines—the first bestowal of which was under the act of March 3, 1885—to mail sample copies thereof at the pound rate of postage.

But for this too liberal privilege I am inclined to think that very few really illegitimate trade papers would ever have been admitted to the mails as second-class matter; in other words, having no literary merit and no subscribers, and not being permitted to be sent gratuitously to non-subscribers at the rate of postage allowed to genuine periodicals, they could not exist. Withdrawing from them the privilege, the field for journalistic enterprise would thus be left open to legitimate publications, which, depending on subscriptions as well as on advertising, would go only to those who cared to take them on their merits.

Abuse of sample copy privilege.

The present practice really offers a premium to worthless advertising sheets, and for this reason I am inclined to think that the publishers of meritorious trade papers would be glad to have the sample copy privilege totally withdrawn.

As of interest in connection with this branch of the subject, I mention the following facts: During the last six years the Department has accepted for entry 24,304 new publications purporting to be of the second class. Accord-

ing to a prominent newspaper directory, the net increase of newspaper and periodical publications during the same time was 3,747, or 15 per cent of the number of official entries.

Assuming the directory's statement to be correct, it appears that about 85 per cent of the periodicals entered through the Department are ephemeral; that is to say, after serving the temporary purposes of their proprietors, the most of them go out of existence, perhaps, however, to reappear when occasion shall again arise. While they apparently complied with statutory requirements sufficiently to secure admission to the mails as second-class matter, it is reasonable to assume that their circulation when in existence consisted mainly of sample copies. There is also reason to believe that some of them developed into "house organs," and were circulated as such as long as it served the interests of the publishers, or until their true character was detected by the Department.

ADMISSION OF FRATERNAL INSURANCE PUBLICATIONS, ETC.

Effect of admission of fraternal and benevolent publications.

Through the act of Congress of July 16, 1894, the privileges of second-class matter have been still further enlarged. Under this act an enormous quantity of matter must be let in at the newspaper rate of postage, comprehending the publications of benevolent or fraternal societies, (including nearly all the assessment insurance organizations), of institutions of learning (comprehending mainly what are called business colleges), of trades unions, and of professional, literary, historical, and scientific societies. Already 83 publications of these classes have been admitted, with a total annual circulation of 7,605,000 copies, and before a year goes by the new admissions may be numbered by the thousand and the copies to be circulated by the hundred million.

I hardly need add that so far the publications admitted under this act are almost wholly of a mere advertising character, and are, therefore, not of the class to which any exceptional privilege should be given.

REMEDY.

Privilege should be limited by law.

If it be the policy of the Congress to continue the privileges of second-class rates to benevolent or fraternal societies, then the remedy I would suggest would be an amendment of the law limiting this rate to them and to legitimate newspapers and legitimate periodical magazines.

I believe that one year's experience under such limitations, with the frauds and abuses checked, would demonstrate that we have already reached the time and conditions when all such legitimate newspapers and periodical magazines may be transmitted through our mails from publishers into the hands of subscribers free of all cost.

THE UNIVERSAL POSTAL UNION.

No addition to the territorial extent of the Postal Union has been made during the year, nor is there left any large opportunity for extension—China, the Cape Colony, the Orange Free State, and a few groups of islands being the only countries that are not now embraced in this grand confederation of nations. Neither has there been any material change in the regulations governing international postal intercourse; for, as in the case of territory, there is now but little room for betterment, and retrogression is impossible.

Under existing regulations, an ordinary letter may now customarily go, at the trifling charge of 5 cents, to almost any place in the civilized world, carried there by the most rapid means of conveyance, its privacy uninvaded, its safety zealously cared for, and its delivery into the hands of him for whom it is intended practically guaranteed. Much more: It may traverse country after country in its journey, and may, as a rule, exact the fullest accessory service from the government of each in hastening it to its destination, without other cost than that comprehended in the little billet of payment affixed to it by the sender when he starts it on its travels. Moreover, every nation in the Union is obligated to receive and safely carry to its own boundary, in bulk, *all* mails, however great, sent to it for transmission to countries beyond, at charges plainly laid down, and under conditions admitting of ready international settlement.

One of the main instrumentalities by which this almost ideal condition of things has been brought about is the assembling, once every five years, of what is known as the "Universal Postal Congress," made up of representatives of nearly all the nations of the world, by whom are discussed all defects, if any, of system or service, by whose votes all practicable improvements are inaugurated, and in whose deliberations such a spirit of fraternity usually prevails that all bickering—one might say all national self-seeking—in postal business is now almost unheard of.

No material change in Postal Union or regulations.

What membership in Union guarantees.

Postal Congress
meets in Wash-
ington in 1897.

Within the last thirty years five such Congresses have been held—one in Paris in 1863, wherein the foundation of the present imposing Postal Union may be said to have been laid, and the others, respectively, in Berne, Paris, Lisbon, and Vienna. The next one will convene in this city in 1897, before which time it will be the duty of this Department to formulate whatever measures it may have to propose in modification of the present convention, to furnish suitable accommodations for the meetings of the Congress and of its committees, and, with the aid of the Congress of the United States, to provide the means by which, in reciprocation of the attentions heretofore bestowed abroad upon our own representatives, the delegates to the Congress may receive that large-hearted hospitality which the Government and people of America know so well how to extend.

ORIGIN OF THE POSTAL UNION.

A short history
of Postal Union.

In continuation of the foregoing subject I deem it proper to put on record here a correction of what I consider a common error as to the origin of the Universal Postal Union. I am the more inclined to do this because of the creditable part taken by the United States at the inception of the plan for a common postal arrangement among all nations, and because an authentic account of the great union since permanently established upon this idea—a union that has been of incalculable benefit to mankind, and that has come, therefore, to be regarded as one of the most august transactions of modern times—is of high historic interest.

As fairly expressive of the sentiment of statesmen concerning the moral grandeur of this event, I quote a brief passage from the speech of Senhor José Vicente Barbosa du Bocage, minister of foreign affairs of Portugal, on the assembling of the Postal Congress at the capital of that Kingdom in 1885 :

The Congress of Lisbon, continuing the work of Berne and of Paris—those memorable steps of a progress that never ceases—will advance the realization of a humanitarian problem which our predecessors dared to think of only as a Utopian dream.

This great scheme, in effect, binds all nations in one thought, causing the barriers which separate them to fall, subjecting them to the same laws, and placing them upon a footing of the most perfect equality through the medium of their representatives. The exclusive self-interest of each yields to the interest of all, harmony and conciliation inspire its deliberations, and its only object is the common good.

It has been customary for many years past to attribute the conception of this union to Dr. von Stephan, secretary of state of the department of posts of Germany, a gentle-

man whose character, ability, and services have been so long justly recognized and honored in his own country that he is now known and admired all over the world. In a number of publications that have appeared in the past concerning the union he is represented as its founder; in the periodical journals he is from time to time so distinguished; and, as seen in the speeches delivered at the sessions of the congresses, it is almost an established feature of the proceedings to clothe him with this honor.

To a certain extent this attribution is true: The proposition to establish a postal convention among nations which culminated in the General Postal Union of 1874 no doubt emanated from Dr. von Stephan, and the present Universal Postal Union is unquestionably the successor of that. But long prior to 1874 the idea of a universal postal arrangement had taken form in the Post-Office Department of this country, and in August, 1862, a movement was begun to carry the idea into effect.

United States
took first steps to
organize it.

The following letter of the Postmaster-General, embodying the proposition, was transmitted to all the countries with which our Government had then diplomatic intercourse, the result of which was the assembling of a conference of distinguished postal officials in Paris in May, 1863, representing the governments of Austria, Belgium, Costa Rica, Denmark, Spain, the United States, France, Great Britain, Italy, the Netherlands, Portugal, Prussia, the Sandwich Islands, and the Hanseatic cities, by whom, after nine days able and harmonious deliberations, thirty-one articles of agreement were adopted, which form practically the basis of the Postal Union Convention at this time:

UNITED STATES OF AMERICA,

POST-OFFICE DEPARTMENT,

Washington, August 4, 1862.

SIR: Many embarrassments to foreign correspondence exist in this and probably in other postal departments which can be remedied only by international concert of action. The difference in postal principles, as well as postal details of arrangement, in the several countries of both continents contributes to this result. Great diversity of rates prevails between the same points, in some instances as many as six different rates, according to the route of transit. Mistakes are perpetually recurring, arising from the complexity of present arrangements, and operate to the serious delay and expense of correspondents.

For want of such general concert of action as above mentioned difficulties frequently present themselves which prevent separate postal arrangements desired by this and any other national post department, where the mail traverses an intermediate country or postal line of conveyance.

Without entering into details, it is evident that the international adjustment of a common basis for direct correspondence, and for intermediate land and ocean transit, and for an international registry system, and for the exchange of printed mail matter, is clearly of the first importance to the commercial and social intercourse between this and other nations.

It is believed that a conference between fit representatives delegated by the several post departments of the principal corresponding countries of Europe and America, and to meet at some convenient point in Europe, would greatly facilitate the postal arrangements in which they are respectively interested. The practical knowledge of details necessary, and the special character of the interests involved, indicate the propriety of a conference between postal representatives to arrange the propositions of improvement, rather than to submit them to the usual and more dilatory course of diplomacy between each two countries. The ramifications of the postal system, also, embracing so many countries, seem to require a general concurrence of action.

The letter of
Postmaster-Gen-
eral Blair.

To this end I respectfully request that you will invite the attention of foreign administrations to this subject, requesting their cooperation in the proposed conference, and ascertaining the time and place which would be most acceptable for that purpose, there to take into consideration the following subjects, and any others which either department shall in writing propose. The powers of the postal representatives, it is presumed, will be limited to discussion and recommendation of measures for the adoption of their respective administrations.

Attention is especially called to the following topics of international concern:

1. A uniform standard weight for the single rate of written correspondence.
2. A uniform standard for adjusting postal rates on printed correspondence exchanged.
3. Uniformity of rates to destination, by whatever route of intermediate transit.
4. Uniform conditions of prepayment, whether compulsory or optional; or, if optional, a double rate when not prepaid.
5. A uniform scale for increase of rates.
6. Whether each country may collect and retain the postages collected by it, whether compulsorily or optionally prepaid, or remaining unpaid, thus avoiding accounts except for intermediate transit postal charges.
7. Transit postal charges overland, by intermediate countries, to be established on a uniform basis, and accounted for by the ounce, by the dispatching country, on matter transmitted in closed bags or otherwise.
8. The same proposition for ocean transit in closed bags or otherwise.
9. The disposition to be made of all letters not delivered in the country of destination.
10. A uniform international system for the registration of letters, and postal charges therefor.
11. Classification of printed matter which may be transmitted by mail, and the rights reserved by each country in respect thereto.
12. The rights reserved by each country in respect to the route of transit of correspondence dispatched by it.

13. The practicability of an international limited money-order system.

14. Such other topics of postal importance as may be offered to the consideration of the conference by either national post department.

I have the honor to be, very respectfully, your obedient servant,

M. BLAIR.

Hon. WILLIAM H. SEWARD,

Secretary of State.

I do not of course claim that the agreement thus entered into in 1863, which was not complete, and not absolutely binding, was such a union as we now have. But although one or two small local unions had existed before among some of the German states, the real commencement of a world union, in which uniformity of treatment, rates, and conditions as to postal matters should everywhere be carried out, dates from that conference. It is rather surprising that an arrangement having the solemnity of a treaty, which is the character of the present convention, did not sooner follow the informal agreement of 1863; but there can be no question that when in the fullness of time such an arrangement did come, it was not alone as the creation of Dr. von Stephan, honorable as was his connection with it, but as the logical result of the previous efforts of this country in that direction.

But no matter where the movement began, the thing, after all, cannot be correctly said to be the sole conception of any one mind. Like the invention of printing, the adoption of the magnetic telegraph, the use of antiseptics, it represents a step in the necessary march of thought, due perhaps to the unrecorded suggestions of many minds—to the occasional help of circumstances—to the very necessities of society.

Dr. von Stephan himself, in the following eloquent passage from a speech in the congress of Vienna, wherein he modestly disclaimed the honor of this great conception, has well told how the union was probably brought about:

Ideas are not originated by any individual. They float in the atmosphere for a whole epoch, at first vaguely, then in a more distinct form, until they condense and precipitate themselves in taking body and life. The idea of unification is in harmony with the aspirations of our century; it prevails to-day in many of the domains of human activity; it constitutes the true motive power of modern civilization. As for our great machine of international exchange, it was, moreover, stimulated by this irrefutable fact, that the enormous masses which devolved upon it to handle, which increased from day to day and extended from frontier to frontier and to the farthest seas and latitudes, urgently demanded a simplification of the entire mechanism as the only means of making headway against its almost unlimited requirements, and of maintaining indispensable rapidity and regularity. Such are the natural elements which were the true founders of the Universal Postal Union.

What Dr. von Stephan said as to foundation of Union.

POST-OFFICE STATISTICS.

Increase of post-offices. The report of the Fourth Assistant Postmaster-General shows that during the year 3,136 post-offices were established, an increase of 515 over the number established the previous fiscal year; the number discontinued was 1,734, an increase of 397; number of Presidential post-offices, on June 30, 1894, 3,428, an increase of 68; number of fourth-class offices, 66,377, an increase of 1,334; number of names and sites changed, 2,660. The greatest increase in the number of post-offices in any of the States and Territories during the year was 166, in Virginia. Oklahoma follows with 158, and Texas with 115.

Some special statistics. Eleven States and Territories show a decrease in the number of post-offices, the greatest decrease, 39, being in Kansas. In thirteen of the States there were upward of 2,000 post-offices in operation, Pennsylvania leading with 4,968. In thirteen of the States there were 100 or more Presidential offices, New York having the greatest number, 288. Three post-offices were established in Alaska during the year, making a total of 25, an increase of 2 over the number in operation the previous fiscal year.

The total number of offices of all classes on June 30, 1894, was 69,805, an increase of 1,402 over the preceding year.

APPOINTMENTS.

Classification of appointments. The total number of appointments made during the year was 23,166, made up as follows, viz: on resignations and expiration of terms, 10,122; on removals, 8,996; on offices becoming Presidential, 143; on deaths of postmasters, 769; on establishments of post-offices, 3,136.

PRESIDENTIAL POST-OFFICE APPOINTMENTS.

Classification of Presidential appointments. The total number of appointments to presidential post-offices during the last fiscal year was 1,928, classified as follows: On resignations, 195; on expiration of commissions, 1,212; on removals, 341; on deaths, 37; on offices becoming presidential, 143. Thirty-three presidential post-offices were relegated to the fourth class during the year.

ARRESTS OF VIOLATORS OF POSTAL LAWS.

Post-office inspectors active. Two thousand and eight arrests were made by post-office inspectors for offenses against the postal laws; of those arrested only 323 were in any way connected with the postal service. Of these 139 were postmasters, 48

were assistant postmasters, 41 were clerks in post-offices, 17 were railway post-office clerks, 40 were letter-carriers, 28 were mail-carriers, and 10 others were employed in minor positions in the postal service. The total number of post-office burglars arrested was 351. One thousand one hundred and ninety-four of these cases had been disposed of in United States and State courts up to July 1, 1894, and 731 convictions were secured.

SPECIAL DEPREDAATION CASES.

Post-offices to the number of 1,621 were burglarized during the last fiscal year, an increase of 426 over the previous year, and 558 offices were burned; 50 postal cars were burned and wrecked, 48 mail trains and stages were robbed, and 50 letter-boxes were entered unlawfully.

ALARMING INCREASE OF POST-OFFICE BURGLARIES.

In view of the fact that crime and casualties naturally increase in proportion to the increase of opportunities offered by the growth of the Department, there is no cause for alarm in the increased figures given above, except, perhaps, in the great increase of burglaries of post-offices, and in this connection it may be of interest to know that the increase in post-office burglaries during the last ten years has been 247 per cent, and the increase in the number of burglaries during the fiscal year 1894, over the fiscal year 1893, was nearly equal to the total number of post-office burglaries committed during the entire year of 1884.

Cause for alarm in increase of post-office burglaries.

This increase in this class of mail depredations is so marked and even alarming that an immediate and effective remedy should be provided to check it. There is at present an appropriation of \$10,000 for rewards, but it will be seen that this sum would be inadequate for the payment of the minor rewards which are annually earned by the apprehension and conviction of train and stage robbers.

During the last fiscal year there were 42 highway robberies of stages and mail messengers and 6 robberies of mail trains. The amount already paid for rewards earned during the last fiscal year aggregate nearly \$7,000, and other claims are pending. From this it is apparent that there would be a very small surplus remaining from an appropriation of \$10,000 to be applied to the payment of rewards for post-office burglars, and from the number of stage and train robberies reported since July 1, 1894, we may anticipate that the total number of depredations of this character during the current fiscal year will equal if not exceed those of the last year.

No decrease expected under present conditions.

RECOMMENDATION FOR SPECIAL APPROPRIATION RE-NEWED.

A means of checking such depredations suggested.

In my opinion, the offering of a small reward for the arrest and conviction of post-office burglars would spur local officers to an active pursuit of these offenders, and would undoubtedly result in the capture and conviction of a much larger number of them. Only \$10,000 having been appropriated for this purpose for the current fiscal year, I have made only a few special offers of reward in order to keep within the limit of the appropriation. I therefore renew the recommendation made in my last report, that the Congress grant a special appropriation of \$25,000 for the payment of rewards for the arrest and conviction of all classes of mail depredators.

REGISTERED MAIL MATTER LOSSES.

Statistics of losses in mails.

During the last fiscal year 5,926 complaints pertaining to the registered mail were received; 2,510 alleged the rifling or abstraction of the contents of the letter or package, and 2,983 claimed the entire loss of the letter or package and contents. Only 15 complaints of carelessness by postal employés were received.

ORDINARY MAIL LOSSES.

There have been 56,877 complaints received during the last fiscal year affecting ordinary or unregistered mail, of which 31,181 referred to letters and 25,696 to packages. This is a decrease in number of complaints of this class of 1,983, or a little over 3 per cent, as compared with 1893. Of the 41,419 complaints which have been investigated, no loss occurred in 6,731 cases, or a proportion of 1 in 6 of the total number of complaints investigated.

LOSSES RECOVERED.

Losses recovered and returned.

The total amount recovered during the fiscal year 1894 on account of losses in the mails was \$13,284.66, made up of amounts received from mail thieves or voluntarily returned by them or their friends, or else collected as a disciplinary measure from persons through whose carelessness the loss occurred. Collections were made and restitution effected in 1,155 cases, which exceeds the number for the previous year by 276; the total amount collected last year is \$1,530.82 in excess of the collections for 1893, and the amount disbursed also shows a surplus of \$1,320.64 over the previous year. This is a very satisfactory showing.

Several noted swindlers and violators of the postal laws, who have harassed the Department for years, were brought to grief during the year.

WARNING TO PURCHASERS OF "GREEN GOODS."

Unusual activity has been noticed among operators in what is known as the "green goods" or "sawdust" swindle, and from their headquarters in New York City they have sent out a large amount of literature to every part of the country.

It should be borne in mind by the people that the victim of this scheme is as culpable as those who are the managers and beneficiaries of the swindle; for the man who seeks to purchase counterfeit money does so with the intention of defrauding his neighbors or the Government. The Post-Office inspectors have given this matter all the attention possible, and in conjunction with the officers of the Society for the Suppression of Vice and Crime have achieved satisfactory results in a number of cases.

"Green goods" purchasers are amenable to the law.

CIRCULATION OF OBSCENE LITERATURE CHECKED.

Experience shows that it is almost impossible to entirely suppress the dissemination of obscene literature, but the strong check which the laws already enacted on the subject, and the watchfulness which the inspectors and other officials of the Department have exercised, have prevented that widespread demoralizing influence, especially on the young, which would result if this degrading literature, with its disgusting illustrations, were allowed free circulation through the mails.

Efforts made to exclude obscene literature from the mails.

Urgent necessity exists for more stringent statutes bearing upon both green goods and obscene matter.

More stringent law needed.

THE PRINTING OF POST-ROUTE MAPS.

I recommend that Congress empower the Postmaster-General to extend the letting of the contracts for the printing of post route maps to a term of four years. The annual letting of the contract entails much unnecessary expense, especially when the contractors are changed, seriously affecting the work of the Topographer's office, causing delay, damage to stock, and great inconvenience. A longer term of letting would produce the additional saving of a lower aggregate rate in view of the lengthened term, increased competition therefor, much better work and material, and lessen the risk of breakage and damage in transporting

Term of contracts for printing post-route maps should be extended.

the heavy and costly record stones (41 in number) from city to city.

POSTAL MUSEUM.

At the close of the World's Columbian Exposition such portions of the Post-Office exhibit as belonged to the Department, or were donated by citizens, or foreign governments, were transferred to Washington and stored in the city post-office.

Interesting exhibits in Post-Office Department museum.

By my direction, in July last, a large storage room in the court of the Post-Office Department building was renovated and the exhibit placed therein, where it forms a creditable nucleus around which a great national postal museum may be collected for the benefit and interest of this and future generations.

In this museum may be noted by actual comparison of objects, as well as statistics, the development of the postal service, not only of this but other countries. Here may be seen the mounted mail-carrier, mail sled drawn by dogs, and the old stage coach, as well as the completely equipped postal car; models of the first ocean mail steamer and that of the latest construction; interior views of post-offices in principal cities now and twenty-five or more years ago, showing by contrast the improved facilities for dispatching the business of the offices.

The account of the Department with postmasters, kept in one small book by Postmaster-General Benjamin Franklin when there were but 75 post-offices in all, is also shown. When compared with the great bureau now in charge of auditing postmasters' accounts, no one can help being impressed with the tremendous growth of the service from a mere reading of figures.

These are but a few of the many interesting and instructive object lessons to be learned by visiting this museum that has been founded this year by the Department and which I trust will be extended and improved by the addition of objects of interest each succeeding year.

OPERATIONS OF A NEW RULE.

Postmasters now required to give entire attention to office during office hours.

One of the most important and far-reaching rules promulgated during my term of office is the one which declares that a postmaster shall devote his entire time and attention during the usual hours of business to the duties of his office.

Up to the period of the adoption of this rule an impression prevailed among many of those who sought and received

political preferment that the office of postmaster under this Government was a political sinecure; a reward for party services, a position to be graciously accepted and condescendingly held, the incumbent drawing a salary from the public treasury which he did not earn, and devoting his attention to his private affairs and to politics.

A rigid enforcement of the rule, however, has cleared away the misconceptions existing in this regard, and, I am gratified to say, has produced a most pronounced and permanent improvement in the efficiency of the service, which is daily evidenced in many ways.

POSTAL TELEGRAPH.

The suggestion has been made so frequently in recent years that the Government should provide and maintain a telegraph system which, if adopted, would naturally make it a part of the Post-Office Department, that I have given the subject considerable study.

In its favor it has been argued that the business of the telegraph is inherently the same as that of the mail, to wit, to transmit messages from one person to another; that it could be conveniently annexed to the Post-Office Department because of the latter's already existing organization of offices, free delivery, special carriers, and general officials, and that, through the saving of direct expenditures for many leading items of cost, the public would secure a quick and thoroughly reliable service at much lower than commercial rates. What advocates of postal telegraph claim.

It is further argued that the system ought to be adopted in this country because it has been in many others. My immediate predecessor in office seems to have spent a considerable amount of time in the study of this subject, reaching the conclusion, as have others, that the system should be adopted.

My study of the subject, coupled with my experience as an officer of the Post-Office Department, leads me to a contrary conclusion. In some of the leading countries of the world the postal-telegraph system is a source of profit, but not so in all of them; but even where profitable it is operated within the limits of postal territory long since defined. The conditions of the postal service in this country, however, are so widely different as to induce the belief that a postal-telegraph system in the United States would add enormously to the already large deficit of the Post-Office Department. Postal telegraph not always profitable.

Our existing postal service should be fully developed before adopting postal telegraphy.

I believe it to be the true policy for this Government to continue for a number of years the development of the postal service on present lines. We are far from reaching the full benefits that can be derived from the free-delivery system, the railway-mail, the money-order, or even the star service. Until these benefits are greatly enlarged and perfected, and until our better classes of service are substituted for the more crude in vast areas of territory in which the latter are alone justified under existing conditions, additional features should not be adopted; at least such as would bring an additional burden to the Department in the way of deficiency of revenue.

A perfect postal telegraph system would involve heavy additional expense.

Moreover, I am not prepared at this time to say that a telegraph service could be fully accomplished without material changes supplementing the present post-office organization, and without incurring heavy additional expenditures. To undertake such a service simply through the instrumentality of the present organization would have a tendency at once to cripple the existing postal service, because its present organization is without a reserve, and this would result, in all likelihood, in an imperfect postal telegraph, which would not be satisfactory to the public even at reduced rates.

The public would naturally expect better service and cheaper rates from governmental control, and there would have to be sufficient power vested in the Postmaster-General to enable him to accomplish these results should the Congress legislate in favor of the telegraph service, even though it should involve the expenditure of amounts greater than the receipts.

Great Britain's system taken as example.

It would seem that a comparatively small country, territorially, like Great Britain, with its large population, great commercial interests, and distribution of cities, would furnish as favorable conditions for the operation of a successful governmental telegraph system as any in the world; yet the report of the British Post-Office Department to the House of Commons, dated November 27, 1893, shows the cost of the plant, up to the end of the fiscal year 1893, to have been \$52,930,388. Interest upon this amount, at the rate of 2½ per cent per annum, is charged in the current account and amounts to \$1,455,584.

It entails loss to British Government.

In the operation of the service there was a further loss of \$811,741, so that the total deficit for the year amounted to \$2,267,325. The deficiencies have been continuous since 1876, and have aggregated, since 1872, \$24,005,432, and in the last ten years the average deficiency has been nearly

\$1,700,000. In Great Britain the postal service proper yields a large revenue to the Government, and so, in one sense, it can be said that it can afford the luxury of a postal telegraph. Under our postal system, however, partly undeveloped as it still remains, a telegraph system would be operated at a great loss to the Government; and this burden, it seems to me, should not be added to the Post-Office Department.

If the establishment of a telegraph plant in a compact country like Great Britain would cost over \$52,000,000, what would be the cost of establishing a plant for this country? I will not stop to make a computation, but one can see at a glance that the cost would be many times that of the British plant, and the annual interest charged many times \$1,455,584; and if the loss in operation were over \$800,000 in that country in one year, I should think it would be many millions of dollars in a country the size of ours, with its unequal distribution of population.

The cost of such a system in United States would be enormous.

There are in this country to-day two post-offices separated from each other by post route more than 6,000 miles. It is true that we have, in round numbers, more than 170,000 miles of railroad post route, but I beg to call your attention to the fact that we still employ star service to the extent of 70,000 miles in excess of all the railroad and steamboat routes in the country combined.

I reach the conclusion, therefore, that, as a business proposition, the Government can not afford, at this time, to establish a postal telegraph system. I believe it would be very unprofitable in itself, and that it would tend to retard the development of our existing postal system. It has been opposed by some on the ground that the Government has not the power, under the Constitution, to establish telegraph routes; others doubt the expediency of increasing the number of employes in the public service.

This Government can not yet afford a postal telegraph system.

While I have considered the subject from a purely business and postal standpoint, still I may add the remark that if the Government were to establish such a system there would be limitless difficulty in determining the character, quality, and amount of service that should be accorded to the various sections of the country, productive of wrangling and jealousy which might profitably be avoided unless some advantage could be attained greater than any that is ever likely to result from the establishment of a governmental telegraph.

Vexatious problems which would have to be solved.

WHAT IS ACCOMPLISHED IN ONE DAY.

Some idea of the vastness of the postal service can be gained from the following record of its average daily business:

| | | |
|--------------------------|---|-------------|
| An average days work. | Number of miles of post-route run..... | 1,100,000 |
| | Number of stamps manufactured..... | 8,300,000 |
| | Number of envelopes manufactured..... | 1,800,000 |
| | Number of postal cards manufactured..... | 1,500,000 |
| | Number of pieces mailed..... | 15,700,000 |
| | Number of letters mailed..... | 7,400,000 |
| | Number of pieces of mail matter distributed and redi- tributed by railway postal clerks..... | 27,500,000 |
| | Number of pieces handled in Dead-Letter Office..... | 24,000 |
| | Daily transactions in money-order business..... | \$1,100,000 |
| | Daily expenses..... | \$231,100 |

A BRIEF OUTLINE OF POLICY.

What policy of Department should be. In general I would recommend that the first and most important thing to be done is to revise the law as to second-class mail matter, so as to place the Post-Office Department immediately upon a self-sustaining basis.

(2) Avoid expensive experiments, like the postal telegraph, rural free delivery, etc.

(3) Develop the postal service on existing lines of administration, viz:

(a) Extend free delivery in cities that now enjoy it.

(b) Accord it to towns already entitled to it under the law.

(c) Quickened railroad transportation.

(4) Revise and reclassify organization of the Railway-Mail Service, and reclassify clerks in post-offices.

(5) Provide for district supervision of all postal affairs by appointment of expert postal officials from classified service, as recommended in my last annual report.

CIVIL SERVICE.

Employees protected by civil-service law.

In the Post-Office Establishment of the Government there were at the close of the fiscal year ended June 30, 1894, 29,614 employés in the classified civil service, to wit:

| | |
|-----------------------------|--------|
| Post-Office Department..... | 511 |
| Letter-carriers..... | 11,736 |
| Clerks in post-offices..... | 10,100 |
| Railway mail clerks..... | 7,139 |
| Post-office inspectors..... | 80 |
| Miscellaneous..... | 48 |
| Total..... | 29,614 |
| Total in 1893..... | 28,324 |
| Increase..... | 1,290 |

In addition to the number shown above, to wit, 29,614, ^{Additions by recent extensions.} your order of November 2, 1894, extended the protection of the civil service law to messengers, assistant messengers and watchmen in the Department proper, 52; clerks to post-office inspectors, 29; and 2,617 clerks and other employés in post-offices. A more recent order further extends it to sea-post clerks, 14; railway mail transfer clerks, 293; clerks on steamboat routes, 42. Whole number added, 3,047, making a total of 32,661.

Another year's experience has served only to strengthen the conviction expressed in my last annual report as to the excellent working of the civil-service law in the Post-Office Department, and my desire to see its operation extended to every branch of the postal service to which such extension is practicable. ^{Should be extended wherever practicable.}

A single illustration will serve as a demonstration of the value of civil-service protection. In the year 1889, after the Railway Mail Service had been looted for political purposes, the record of correct routings to one error, which had been in the previous year 3,694 to 1, at once fell to 2,834 to 1. The service then came under the protection of the civil-service law and its efficiency gradually rose until for 1893 the record was 7,144 to 1, and now for the year 1894 it has reached 7,831 to 1. This record is unprecedented in the history of the service and renders comment upon the effect of the civil-service law upon it unnecessary. ^{Unprecedented efficiency attained under the law.}

Wherever it has been possible to do so without positive detriment to the service, moreover, vacancies occurring in the departmental clerkships above the classified grades have been filled by promotion; and this practice, together with an occasional transfer of an exceptionally well-equipped clerk from the field to the departmental service has seemed to act as a wholesome stimulus to the ambition of the employés generally. ^{It is a stimulus to best work.}

If a system which relieves the appointing officers of the Department of a great burden, which protects the service by requiring a reasonable test of competency before an appointment is made, and which assures the appointee that his tenure will be undisturbed as long as his efficiency and good behavior continue, has produced such good results in the clerical force of the Department, it is reasonable to inquire whether something like it could not be applied with advantage to the lower grades of postmasters. ^{The lower grade of postmasters might be included.}

To one whose duty it is to study the vast mechanism of our postal system in detail, the fact soon becomes too plain

for contradiction that it is a business and not a political system; and no person can fill the office of Postmaster-General, even for a short time, without devoutly longing for the day when this fact will receive universal recognition. Owing to the peculiar character and distribution of our population it may not be possible for many years to establish a thoroughly satisfactory automatic system of postal administration in the United States, and the first step toward such a consummation is embarrassed by the difficulty of dislodging from the public mind any well-rooted association of ideas, however illogical.

The fallacy of the spoils system as applied to post-offices.

For more than one generation the American people have been trained to regard the post-offices as inseparable from the varying fortunes of the two great political parties, and in some instances, even, as legitimately following the vicissitudes of mere factions within a party. This fallacy is to be deplored, whether we treat it broadly as a theory of spoils, or only as reflecting some assumed relation between the principles of a political organization and the business capacity of its membership. The intelligence of our people has long outgrown the notion that any one political party enjoys a monopoly of administrative talent.

But, brushing these considerations aside, and regarding the redistribution of the post-offices with every new administration as merely an incident to the "change" which the people at large have demanded at the polls, is it fair to those communities which have not joined in the demand to compel them to share the fruits of the demand made by others? The local post-office is closely connected with the every-day life of the people who patronize it; and nothing is further from the principles of home rule and majority rule than to force a change of postmasters upon a community which may have lately cast more than half its votes against any change whatever. Yet this is what happens, and is bound to happen as long as the post-offices remain in the public mind, and hence in the practice of the Government, associated with politics.

The Postmaster-General's attention too much engrossed by appointments.

It is scarcely necessary to add that, as long as this association continues, the Postmaster-General will be compelled to give up the larger part of his time and attention to the settlement of controversies about appointments, to the exclusion of all other business. Improvements in administrative methods, investigation of abuses, economy of expenditure—everything, in short, of permanent advantage to the public—must give way to this one absorbing but temporary interest, the selection of some tens of thou-

sands of appointees from among some scores of thousands of candidates. If an appointment when finally made were to last during the good behavior of the appointee, the time spent in making the choice would not seem so nearly wasted. But, under the practice to which long usage has given somewhat the force of an unwritten law, the process is unending. The same weary round must be trod through the four years of one administration, only to be retrod through the four years of the next, and so on through an infinite succession of administrations.

No head of a private business need be told how damaging to management and discipline such distractions are; and the postal service must either be taken out of the political field altogether and surrounded with the same conditions which conduce to the health of a private business, or be divided, for administrative purposes, into two sections, the one political and the other non-political, each under a separate head, so that the executive authority on the non-political side shall not be required to divert his mind from the great business questions before him, and the head of the political side shall not be required to give any of his thought to the improvement of the postal system. There is little doubt that, if resort should ever be had to this alternative, the obvious expensiveness of a system in which politics were openly treated as an essential factor would speedily settle its fate with the people; yet the plan here suggested is not a whit more extravagant than the practice followed to-day, which reaches the same end by indirection, the postal service losing the benefit of many improvements which a Postmaster-General would be able to map out and execute if he were given a reasonable opportunity to devote his attention to the strictly business functions of his office.

In my last annual report I said: "Any change in the present system by extending the term of the postmasters of all classes or by placing their selection with the people in the several localities would be a welcome relief to the officers of the Post Office Department and place the power of selection where it more properly belongs."

Various devices have been proposed for relieving the Postmaster-General of his ever-increasing burden of responsibility with regard to appointments. Only one measure, however, so far as I am aware, has yet taken the form of a legislative bill. That provides for the division of the whole country into postal districts, each under the supervision of an inspector, who is to investigate the antecedents,

The improvement of postal facilities retarded under present system.

Comments on bill providing for division of service into districts; under inspectors, to report upon applicants.

experience, reputation, etc., of all applicants for vacant fourth-class postmasterships in his own district, and report results to the Postmaster-General. The Postmaster-General is then to appoint the candidate who, on the face of the report, appears to be best qualified in all respects. Once appointed, a postmaster may not be suspended or removed for political reasons.

It is claimed by the sponsors for this bill that, if the statistics of several years past afford any criterion, not more than 15 per cent of the fourth-class postmasters would be removed for cause in any year, and that when the service had once been thoroughly sifted and the principle of undisturbed tenure during good behavior had become firmly settled and universally understood, the proportion would be still further diminished.

What is needed
in way of legisla-
tion.

Whether such a plan is, or is not, the best that can be devised, it is at least the formulation of a plan which is entitled to the most earnest, careful, and immediate consideration and may become a foundation upon which to build. What is earnestly desired, and what daily appears more of a necessity, is legislation of some kind which will insure an improvement upon present methods. And I trust that Congress, using the bill which is now before it as a basis, or substituting one which it is satisfied is better, will lose as little time as possible in coming to the relief of the Department.

NEW DEPARTMENT BUILDING.

Department
building illy
suited to its uses.

With every year the need of a new Department building increases. The business of the Post-Office Department is now conducted in the whole or parts of eight different buildings, of which one only is owned by the Government, and that one is illy suited to the uses to which it is applied. Interest upon the cost of an adequate and properly constructed building would be less than the amount of rents now paid, while the net saving in rents and in estimated clerk hire for a period of ten years would amount to the entire cost of such structure.

In conclusion, I desire to attest the uniform faithfulness and energy that have characterized the discharge of their respective trusts by the officers, clerks, and employés of the Post-Office Department.

W. S. BISSELL,
Postmaster-General.

The PRESIDENT.

APPENDIX

PARCELS-POST CONVENTION

BETWEEN

THE UNITED STATES OF AMERICA AND NEWFOUNDLAND.

For the purpose of making better postal arrangements between the United States of America and Newfoundland, the undersigned, Wilson S. Bissell, Postmaster-General of the United States of America, and James O. Fraser, Postmaster-General of Newfoundland, by virtue of authority vested in them, have agreed upon the following articles for the establishment of a Parcels-Post system of exchanges between the United States and Newfoundland.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter—except letters, post-cards, and written matter—of all kinds, that are admitted under any conditions to the domestic mails of the country of origin, except that no packet may exceed eleven (11) pounds (or five (5) kilograms) in weight, nor the following dimensions: Greatest length in any direction, three feet six inches; greatest length and girth combined, six feet; and must be so wrapped or enclosed as to permit their contents to be easily examined by postmasters and customs officers; and except that the following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids and those which easily liquefy, confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor; lottery tickets, lottery advertisements, or lottery circulars; all obscene or immoral articles; articles which may in any way damage or destroy the mails or injure the persons handling them.

2. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country, respectively.

ARTICLE III.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Convention.

3. No parcel may contain packages intended for delivery at an address other than that borne by the parcel itself. If such enclosed packages be detected, they must be sent forward singly, charged with new and distinct Parcel-Post rates.

ARTICLE IV.

1. The following rates of postage shall in all cases be required to be *fully prepaid* with postage stamps of the country of origin, viz:

2. For a parcel not exceeding one pound in weight twelve (12) cents; and for each additional pound, or fraction of a pound, twelve (12) cents.

3. The parcels shall be promptly delivered to addressees at the post-offices of address in the country of destination free of charge for postage; but the country of destination may, at its option, levy and collect from the addressee for interior service and delivery a charge the amount of which is to be fixed according to its own regulations, but which shall in no case exceed five (5) cents for each parcel, whatever its weight.

ARTICLE V.

1. The sender will, at the time of mailing the package, receive a certificate of mailing from the post-office where the package is mailed on a form like Form 1 annexed hereto.

2. The sender of a package may have the same registered in accordance with the regulations of the country of origin.

3. An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents.

4. The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the post-office of destination.

ARTICLE VI.

1. The sender of each parcel shall make a customs declaration, pasted upon or attached to the package, upon a special form provided for the purpose (see Form 2 annexed hereto) giving a general description of the parcel, an accurate statement of its contents and value, date of mailing, and the sender's signature and place of residence, and place of address.

2. The parcels in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues; and the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination; but neither sender nor addressee shall be subject to the payment of any charge for fines or penalties on account of failure to comply with any customs regulation.

ARTICLE VII.

Each country shall retain to its own use the whole of the postages registration and delivery fees, it collects on said parcels; consequently this Convention will give rise to no separate accounts between the two countries.

ARTICLE VIII.

1. The parcels shall be considered as a component part of the mails exchanged *direct* between the United States and Newfoundland to be despatched to destination by the country of origin at its cost and by such means as it provides; but must be forwarded, at the option of the despatching office, either in boxes prepared expressly for the purpose or in ordinary mail sacks, marked "Parcels-Post," and securely sealed with wax or otherwise, as may be mutually provided by regulations hereunder.

2. Each country shall promptly return *empty* to the despatching office by next mail all such bags and boxes.

3. Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

4. Each despatch of a Parcels-Post mail must be accompanied by a descriptive list, in duplicate, of all the parcels sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee with address of destination, and the declared contents and value; and must be enclosed in one of the boxes or sacks of such despatch (see Form 3 annexed hereto).

ARTICLE IX.

Exchanges of mails under this Convention from any place in either country to any place in the other, shall be effected through the post-offices of both countries already designated as exchange post-offices, or through such others as may be hereafter

agreed upon; under such regulations relative to the details of the exchange as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

ARTICLE X.

1. As soon as the mail shall have reached the office of destination, that office shall check the contents of the mail.

2. In the event of the parcel bill not having been received a substitute should be at once prepared.

3. Any errors in the entries on the parcel bill which may be discovered, should, after verification by a second officer, be corrected and noted for report to the despatching office on a form "Verification Certificate," which should be sent in a special envelope.

4. If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer the entry on the bill should be canceled and the fact reported at once.

5. If a parcel be observed to be insufficiently prepaid, it must not be taxed with deficient postage, but the circumstance must be reported on the verification certificate form.

6. Should a parcel be received in a damaged or imperfect condition, full particulars should be reported on the same form.

7. If no verification certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE XI.

1. If a parcel can not be delivered as addressed, or is refused, it must be returned without charge directly to the despatching office of exchange, at the expiration of thirty days from its receipt at the office of destination; and the country of origin may collect from the sender for the return of the parcel a sum equal to the postage when first mailed.

2. When the contents of a parcel which can not be delivered are liable to deterioration or corruption, they may be destroyed at once if necessary, or if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

3. An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin, at the ordinary parcel rates.

ARTICLE XII.

The Post Office Department of either of the contracting countries will not be responsible for the loss or damage of any parcel, and consequently no indemnity can be claimed by the sender or addressee in either country.

ARTICLE XIII.

The Postmaster General of the United States of America and the Postmaster General of Newfoundland, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present Convention from time to time; and may, by agreement, prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this Convention.

ARTICLE XIV.

This Convention shall take effect and operations thereunder shall begin on the first day of April, 1894; and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate, and signed at Washington, the eighth day of January, one thousand eight hundred and ninety-four, and at St. John's the twenty-fifth day of January, one thousand eight hundred and ninety-four.

[SEAL.]

WILSON S. BISSELL,
Postmaster General of the United States of America.

[SEAL.]

JAS. OLIPHANT FRASER,
Postmaster General of Newfoundland.

REPORT OF THE POSTMASTER-GENERAL.

The foregoing Parcels-Post Convention between the United States of America and Newfoundland has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof, I have caused the Great Seal of the United States to be hereunto affixed.

[SEAL.]

GROVER CLEVELAND.

By the President:

WALTER Q. GRESHAM,

Secretary of State.

WASHINGTON, March 13th, 1894.

T. O'BRIEN, Lt. Col., [SEAL.]

Gov. of Newfoundland.

The foregoing Parcels-Post Convention between the United States of America and Newfoundland has been negotiated and concluded with the approval of His Excellency Sir J. Terence O'Brien, Governor and Commander-in Chief in and over the Island of Newfoundland and its Dependencies, in Council, in pursuance of the provisions of the Post Office Act 1891. In testimony whereof the Great Seal of the Island of Newfoundland is hereunto affixed, at St. John's in the Island of Newfoundland this twenty-fifth day of January, Anno Domini, One thousand eight hundred and ninety-four.

By His Excellency's Command:

R. BOND,
Colonial Secretary.

FORM 1.

Parcel Post.

| | |
|--|--|
| A parcel addressed as under has been posted here this day. | |
| <div style="border: 1px solid black; padding: 5px; text-align: center;">Office stamp.</div> | <div style="border-top: 1px dashed black; border-bottom: 1px dashed black; height: 20px;"></div> <div style="border-top: 1px dashed black; border-bottom: 1px dashed black; height: 20px;"></div> <div style="border-top: 1px dashed black; border-bottom: 1px dashed black; height: 20px;"></div> |
| <p>This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.</p> | |

REPORT OF THE POSTMASTER-GENERAL.

FORM 3.

| | | |
|--|---|--|
| Date stamp of the dispatching exchange Post Office. <div style="border: 1px solid black; width: 100px; height: 60px; margin: 10px auto;"></div> | <i>Parcels from</i> <i>for</i> Parcel Bill No., dated 18... per S. S. "....." | Date stamp of the receiving exchange Post Office. <div style="border: 1px solid black; width: 100px; height: 60px; margin: 10px auto;"></div> |
| * Sheet No. | | |

| Entry No. | Origin of parcel. | Name of addressee. | Address of parcel. | Declared contents. | Declared value. | Number of rates prepaid to..... | Remarks. |
|-----------|-------------------|--------------------|--------------------|--------------------|-----------------|---------------------------------|----------|
| | | | | | \$ | | |
| Total.. | | | | | \$ | | |

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

lbs.

| | |
|---|-------------------------------------|
| * Total number of parcels sent by the mail to | * Total weight of mail..... |
| * Number of boxes or other receptacles forming the mail..... | * Deduct weight of receptacles..... |
| Signature of dispatching officer at..... Post-Office:..... | * Net weight of parcels |

Signature of receiving officer atPost Office:

R E P O R T
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1894.

R E P O R T
OF THE
ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE
DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 17, 1894.

SIR: I have the honor to submit a report of the operations of this office for the fiscal year ending June 30, 1894, together with certain recommendations, which, in my opinion, should receive the attention of Congress.

LOTTERIES AND FRAUDULENT SCHEMES.

There were, during the year, issued by the Postmaster-General, on the recommendation of this office, 223 "fraud" orders, prohibiting the delivery of registered packages and the payment of money orders to certain companies and parties named. Of these, however, 36 were duplicate orders, i. e., orders respecting the same schemes at different points, leaving only 187 schemes that were affected. Of these 73 were lotteries operated by so-called bond-investment companies, 10 were avowed lotteries, 9 were lotteries of a miscellaneous character, and 95 were schemes devised to defraud the public. Twenty-one of these orders were revoked upon it being made to appear that the parties operating them had abandoned the business. This left in force at the end of the year 202 orders, original and duplicate. For the year ending June 30, 1893, there were only 34 such orders issued. The enormous increase for the year just ended may be accounted for in several ways.

First. Many intricate questions arising out of the anti-lottery act of September 19, 1890, were not finally settled by the Supreme Court of the United States till January 30, 1893, when the far-reaching and important opinion of the court in the case of E. H. Horner, involving the Austrian premium bond scheme, was rendered, and the people and post-office officials, since then, have become more familiar with the law, not only in regard to lotteries, but also in regard to fraudulent schemes, and hence a greater portion of existing cases is reported to the Department than formerly.

Second. During the years 1890, 1891, and 1892 the Government was engaged in the contest with the great Louisiana lottery, which was finally excluded from the mails. When that gigantic corporation, which had the direct sanction of the State government of Louisiana, went out of existence, hundreds of smaller concerns sprung up all over the country. This was notably the case with what is known as bond-investment schemes, which were not prominently brought before the Department till the summer and fall of 1893. These were, by the Department, held to be lotteries, and the courts, whenever the question has been brought before them, have sustained the Department.

The craze for taking chances in so-called bond-investment schemes in our country in the past year has equaled, if it has not exceeded, the tulip mania of Holland and the infatuation created by the South Sea bubble of John Law. These so-called bond-investment schemes are more dangerous to society than avowed lotteries, because their lottery features are strenuously denied, and they are held out by their promoters to the public as legitimate business enterprises.

The war on lotteries in the United States has had one marked effect, and that is to drive them to foreign shores and stimulate their establishment in other countries. A very large business is done in our country by lotteries operated abroad, chiefly in the countries of Continental Europe, Mexico, and Central America, by which large sums of money are lost to us, without the compensation derived from domestic lotteries of keeping all the money within our own borders. There is at present no adequate remedy against carrying the literature of these concerns in the international mails, nor need we hope for any, until other nations take the same view of the subject that we do.

The carrying business of the lottery companies done by express companies has increased in the direct ratio of the decrease of that business through the mails, and I have conclusive evidence in this office that the lottery business conducted through express companies during the last year is enormous. There was passed through the Senate at the last session of Congress a bill forbidding interstate carriers from transporting lottery matter, and extending the provisions of the second section of the act of September 19, 1890, to ordinary mail matter under seal, which would authorize the Postmaster-General to issue orders to return all ordinary matter under seal addressed to lottery concerns or their agents to the sender when known or to the Dead-Letter Office when not known, but this bill failed to pass the House. It is, however, on the calendar of that body and may be taken up and passed at the next session of the Fifty-third Congress, and it is to be hoped that it will become a law before the 4th of next March. It is confidently asserted by those who have thoroughly investigated the subject that such a law would be the death knell of the lottery business in our country. Be that as it may, the enactment of such a law would be a long step in the right direction, and the bill ought to pass.

LOSSES BY BURGLARY, FIRE, ETC.

Your attention is respectfully invited to the accompanying exhibit, marked A, which shows the amount allowed under the act of Congress approved May 9, 1888 (25 Stat., 135), on claims presented by postmasters for losses by "burglary, fire, or other unavoidable casualty," and for postal and money-order funds remitted for deposit and lost in transit. The total number of claims acted on during the year is 1,168, of which 792 were allowed in whole or in part, amounting to \$68,886.24, 326 disallowed, 41 dismissed, and 9 withdrawn. The amount allowed is made up as follows:

| | |
|---------------------------------------|---------------|
| Postage stamps and stamped paper..... | \$47, 022. 60 |
| Postal funds..... | 12, 138. 65 |
| Money-order funds..... | 9, 724. 99 |

The alleged causes of the loss of claims presented are—

| | |
|------------------------------|-----|
| Burglary..... | 642 |
| Fire..... | 380 |
| Theft in transit..... | 129 |
| Storm, flood, and theft..... | 17 |

The causes of the claims allowed are as follows:

| | |
|------------------------------|-----|
| Burglary..... | 378 |
| Fire..... | 361 |
| Theft in transit..... | 43 |
| Storm, flood, and theft..... | 10 |

The alleged causes of the loss of claims disallowed are as follows:

| | |
|------------------------------|-----|
| Burglary..... | 255 |
| Fire..... | 15 |
| Theft in transit..... | 49 |
| Storm, flood, and theft..... | 7 |

The actual loss to the Government is not, however, what these figures show. Postage stamps, stamped paper, and money, amounting to \$15,539.65 were destroyed by fire, leaving a balance of \$53,346.59 of the amount allowed as the actual loss.

| | |
|---|---------|
| Number of claims received during the year 1893..... | 1,065 |
| Number of claims received during the year 1894..... | 1,388 |
| Per cent of increase..... | 30 |
| Per cent of claims disallowed in 1893..... | 189 |
| Per cent of claims disallowed in 1894..... | 279 |
| Average amount of each claim allowed in 1893..... | \$71.48 |
| Average amount of each claim allowed in 1894..... | \$86.98 |

I attribute the increased proportion of claims disallowed in 1894 over those disallowed in 1893 to the amended regulation appearing in section 441, Postal Laws and Regulations, 1893, which did not go into operation till February, 1893, and which is much more stringent in its requirements as to the custody and safe-keeping of Government funds by postmasters than prior regulations. I deem it important to note the fact that 68 per cent of these losses was in postage stamps and stamped paper, and in connection therewith the question arises whether some measure can not be taken to reduce the amount of stock to be kept by postmasters. It will also be noticed that the loss of postal funds, which are required to be remitted quarterly only, is considerably more than the loss of money-order funds, which are required to be remitted daily. A regulation requiring the transmission of postal funds oftener than every three months or permitting postmasters to use enough of these funds to cover their salaries prior to the end of a quarter would save the Government several thousand dollars annually. It should be the aim of the Department to reduce the amount of postal and money-order funds and stamps and stamped paper in the hands of postmasters to the minimum, by which the losses both by crime and fire would be decreased and a constant temptation to burglars be removed.

POSTMASTERS' BONDS.

I again call attention to the importance of the passage of a law by Congress either making postmasters and their sureties liable for the defalcations and acts of their assistants and clerks or requiring the latter to give bonds for the faithful discharge of their duties. Millions of dollars are handled annually by parties who are not under bond to the Government, and for whose acts no one, except themselves, is liable. The wonder is that the loss through them is so small. I suggest that Congress be requested to enact a law making postmasters and their sureties liable for the acts and conduct of their subordinates and authorize postmasters to take bonds in their names from their subordinates for the faithful performance of their duties. I think this course would be preferable to requiring the subordinates to give bonds directly to the Government, because it is often difficult and sometimes impossible

to determine whether it is the negligence or crime of the postmaster or his subordinates that caused the loss. This difficulty could be obviated by making postmasters and their sureties liable for all losses occurring through the negligence or crime of anyone officially connected with their offices and making the subordinates liable to the postmasters for losses resulting from their own crime or negligence.

Section 4031, Revised Statutes, is precisely in line with the legislation here recommended. That section provides that in case of sickness or unavoidable absence from his office of the postmaster of any money-order office, he may, with the approval of the Postmaster-General, authorize the chief clerk or other clerk employed therein to act in his place, and to discharge the duties of the postmaster, and that the official bond given by the principal of the office shall be held to cover and apply to the acts of the person so appointed. Why make the postmaster's bond apply to cover the acts of such a person and not make it apply to and cover the acts of all persons employed in the office and under the control and direction of the postmaster? I submit that the failure of the Government to require security from subordinates, who number thousands and who handle millions of the public money annually, is not only anomalous in practice, but dangerous to the public interest.

BOYCOTTING OF POST-OFFICES.

The boycotting of post-offices is on the increase, both as to number of cases reported and the effect upon the revenues of the boycotted offices. There is at present no law on the subject which adequately meets the evil. This practice ought to be stopped, for it not only engenders the bitterest feeling among neighbors, but it also affects and is intended to affect the revenues of certain post-offices. I have given the subject much thought and investigation and I feel satisfied the systematic boycotting of a post-office by two or more persons with the intent to affect the revenues of the office boycotted might very properly be made a crime punishable by fine without infringing upon the rights or interfering with the convenience of the people at large.

I have the honor to be, sir, your obedient servant,

JOHN L. THOMAS,
Assistant Attorney-General.

The POSTMASTER-GENERAL.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1893, to June 30, 1894. (Acts of March 17, 1893, and May 9, 1893.)

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition | Amount allowed. | Remarks. |
|---------------------------|----------------------|-----------------|-----------------|-----------------|-----------------|--|
| Abashin, Ohio..... | N. McCowan..... | Fire..... | \$19.00 | Allowed..... | \$8.07 | |
| Aberdeen, Md..... | I. L. Pyle..... | Burglary..... | 5.66 | do..... | 5.66 | |
| Abe's Spring, Fla..... | F. Clark..... | do..... | 32.57 | do..... | 33.47 | |
| Adams, N. C..... | S. E. Legro..... | do..... | 3.25 | Disallowed..... | | Loss resulted from negligence. |
| Adamsville, Tenn..... | D. M. Bacon..... | In transit..... | 83.00 | Disallowed..... | | Money recovered. |
| Addicks, Ill..... | H. Cashe..... | Fire..... | | Disallowed..... | 40.88 | |
| Adelphi, N. Y..... | A. E. Beris..... | Burglary..... | 11.91 | Allowed..... | | Loss resulted from negligence. |
| Adelphi, Ohio..... | J. S. Frey..... | Fire..... | 34.80 | Allowed..... | 15.42 | |
| Adena, Ia..... | V. Adema..... | do..... | 2.00 | do..... | 2.00 | |
| Adrian, Mo..... | J. W. Duncan..... | Burglary..... | 1.00 | Withdrawn..... | | |
| Advance, Miss..... | W. J. Patrick..... | Fire..... | 53.50 | Allowed..... | 48.72 | |
| Adnew, Pa..... | C. Cheney..... | Burglary..... | 7.92 | do..... | 7.92 | |
| Alben, Md..... | J. Condon..... | do..... | 4.18 | do..... | 4.10 | |
| Albeny, Ga..... | B. F. Brimberry..... | In transit..... | 200.00 | do..... | 200.00 | |
| Albion, Ohio..... | A. Keen..... | Burglary..... | 19.21 | do..... | 19.21 | |
| Albion, Mo..... | A. Griffin..... | do..... | 26.73 | do..... | 26.73 | |
| Aleppo, Pa..... | J. M. Houston..... | Fire..... | 20.00 | do..... | 4.53 | |
| Alexander, N. C..... | D. J. Hunsucker..... | Burglary..... | 218.64 | Disallowed..... | | Do. |
| Alexandria, Minn..... | F. Van Dyke..... | do..... | 263.74 | Allowed..... | 22.54 | The greater part of the stolen property was recovered. |
| Alexandria Bay, N. Y..... | F. W. Barker..... | Fire..... | 48.49 | do..... | 48.49 | |
| Allendale, Mich..... | I. J. Quick..... | Burglary..... | 40.59 | do..... | 33.87 | |
| Allensville, N. C..... | J. H. Burch..... | Fire..... | 4.00 | do..... | 2.00 | |
| Alliance, Nebr..... | Gen. W. Clark..... | do..... | 54.05 | do..... | 53.54 | |
| Altamont, S. D..... | H. H. Guernsey..... | Burglary..... | 12.85 | do..... | 12.85 | |
| Alto, Tex..... | L. M. Tittle..... | Fire..... | 73.52 | do..... | 83.66 | |
| Americus, Kans..... | J. Bond..... | In transit..... | | do..... | 73.52 | |
| Amityville, N. Y..... | S. Ketchum, Jr..... | Burglary..... | 830.61 | do..... | 890.61 | |
| Amphion, Tex..... | J. D. Cravey..... | do..... | 14.64 | do..... | 14.64 | |
| Anamosa, Iowa..... | E. J. Wood..... | do..... | 304.34 | do..... | 304.34 | |
| Andrews, Ky..... | J. H. Bustle..... | Fire..... | 20.68 | do..... | 16.50 | |
| Annapolis, Ind..... | W. A. Wood..... | Burglary..... | 16.56 | do..... | 16.56 | |
| Anson, Mo..... | H. C. Garea..... | Fire..... | | do..... | 50.76 | Money recovered. |
| Anthony, Ohio..... | A. Niggenmeyer..... | In transit..... | 5.12 | Dismissed..... | | Do. |
| Apollonia, Tex..... | F. M. Lowery..... | Fire..... | 12.59 | Allowed..... | 12.59 | |
| Arcadia, La..... | W. T. Husted..... | Burglary..... | 443.64 | Disallowed..... | | Loss not proved. |
| Archer, Tenn..... | J. S. Lanning..... | In transit..... | 10.60 | Disallowed..... | | |
| Arcola, Mo..... | J. M. Travis..... | do..... | 20.00 | Allowed..... | 20.00 | |
| Do..... | do..... | Burglary..... | 91.42 | do..... | 91.42 | |
| Do..... | do..... | In transit..... | 25.00 | do..... | 25.00 | |
| Do..... | do..... | do..... | 60.00 | do..... | 60.00 | |
| Argyle, Tex..... | H. R. Fehleisen..... | Burglary..... | 3.63 | Disallowed..... | | Loss resulted from negligence. |
| Arslap, Iowa..... | D. W. Lutzman..... | do..... | 12.42 | do..... | | Do. |
| Do..... | D. J. Camp..... | Fire..... | 15.91 | do..... | 9.01 | |
| Arlee, Mont..... | A. Dow..... | do..... | | Allowed..... | 11.97 | |

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Causes of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|-------------------------|-------------------|-----------------|-----------------|--------------|-----------------|---------------------------------|
| Arlington, Nebr. | A. B. Batson. | Burglary | \$171.72 | Disallowed | ..... | Loss resulted from negligence. |
| Armistead, Miss. | W. L. Mitcham | Fire | ..... | Allowed | \$32.13 | ..... |
| Arnot, Miss. | W. L. Jackson | do | 25.86 | do | 23.85 | ..... |
| Arthur, Ind. T. | I. Clark | do | 24.70 | do | 11.93 | ..... |
| Arvonia, Kans. | I. Humphreys. | In transit. | ..... | Dismissed | ..... | Money recovered. |
| Ash Grove, Mo. | W. C. Money. | Burglary | 20.00 | Disallowed | ..... | Loss resulted from negligence. |
| Ashtand, Kans. | C. B. Nunnemacher | Fire | 25.74 | Disallowed | ..... | ..... |
| Ashtand, a. | J. H. Rount | Burglary | 3.00 | Allowed | 5.00 | ..... |
| Asplavall, Nebr. | J. W. Macomber | Fire | 36.50 | do | 30.50 | ..... |
| Astoria, Iowa. | Geo. Theobald | do | 2.95 | do | 3.50 | ..... |
| Athens, Mich. | E. Allen | Burglary | 3.50 | do | 14.75 | ..... |
| Atlanta, Ind. | J. N. Spidel | do | 68.75 | Disallowed | ..... | Failure to remit as instructed. |
| Atlantic City, Wyo. | R. McAnley | In transit. | 20.00 | Allowed | 22.76 | Money recovered. |
| Atlas, Mo. | H. C. Smith | Fire | 23.52 | Disallowed | ..... | Do. |
| Auburn, Ala. | J. H. Williamson. | In transit. | 25.00 | Dismissed | ..... | ..... |
| Auburn, Ga. | J. O. Hawthorn | Burglary | 2.64 | Withdrawn | ..... | ..... |
| Auckland, Cal. | G. S. Sweet | do | 14.74 | Allowed | 14.74 | ..... |
| Audubon, Iowa | E. B. Cousins | do | 284.12 | do | 284.12 | ..... |
| Augusta, Mich. | W. E. Cock | Fire | 15.96 | do | 15.96 | ..... |
| Aurora, N. Y. | C. B. Morgan. | Burglary | 434.25 | do | 428.00 | ..... |
| Avoca, Nebr. | M. S. Kirkpatrick | Fire | 25.80 | do | 25.80 | ..... |
| Avoca, N. Y. | J. Hall | Burglary | 70.38 | do | 70.25 | ..... |
| Avon, Conn. | O. T. Bishop | do | 97.05 | do | 97.05 | ..... |
| Avonia, Pa. | Geo. S. Stone. | do | 7.00 | do | 87.00 | ..... |
| Bainbridge, Ind. | C. C. Coffman | do | 87.00 | do | 285.62 | ..... |
| Baird, Tex. | W. McManis. | Fire | 228.81 | do | 57.24 | ..... |
| Baker, Miss. | J. T. Shilton | do | ..... | do | 2.88 | ..... |
| Bagley, N. C. | D. H. Bagley | do | 18.08 | do | 16.08 | ..... |
| Balch, Wash. | B. Bertson | do | 39.40 | do | 39.40 | ..... |
| Baldwin, N. Y. | T. D. Smith | Burglary | 39.40 | do | 36.19 | ..... |
| Baldona, Cal. | J. L. Melnier | Fire | 7.50 | do | 7.50 | ..... |
| Baltimore, Md. | W. W. Johnson | Burglary | 7.50 | do | 00.49 | ..... |
| Bandon, Oreg. | W. H. Averill | do | 60.49 | Disallowed | ..... | Failure to remit as instructed. |
| Bangor, Iowa | B. F. Tupper | In transit. | 221.00 | Allowed | 17.73 | ..... |
| Bangor, Mich. | S. Whinery | Burglary | 20.00 | Disallowed | ..... | Loss resulted from negligence. |
| Bankston, Miss. | Geo. H. Remington | do | 7.49 | Disallowed | ..... | No satisfactory proof of loss. |
| Bancoka, Ky. | J. H. Taber | Fire | 76.40 | Allowed | 19.30 | ..... |
| Barnard Crossing, N. Y. | R. Sweet | Burglary | 58.94 | do | 58.94 | ..... |
| Barr, Ill. | C. H. Banker | do | 34.26 | do | 34.26 | ..... |
| Bartlett, Kans. | W. F. White | do | 14.67 | do | 14.67 | ..... |
| Barton, Miss. | H. J. Reese | Fire | ..... | do | 19.97 | ..... |
| Bastrop, La. | J. B. McCalla | do | 317.35 | do | 317.35 | ..... |
| Bath Beach, N. Y. | B. H. Gray | Burglary | 525.10 | do | 499.60 | ..... |
| Bath, N. Y. | W. H. Wright | do | 42.35 | do | 46.37 | ..... |
| Bartholomew, Ark. | J. S. Junkin | Fire | ..... | do | ..... | ..... |

| | | | | | | |
|------------------------------|-----------------------|------------|------------|--------|--|---|
| Baxter, Ark..... | S. A. Duke..... | do | do | 7.90 | 101.47 | Loss resulted from negligence. |
| Bayless, Tenn..... | R. M. Hall..... | Burglary | do | 8.93 | 8.00 | |
| Baynesville, Va..... | J. H. Weaver..... | do | do | 438.29 | 8.93 | |
| Bayville, N. Y..... | J. Hegeman..... | do | Disallowed | 59.91 | | |
| Beagle, Kans..... | L. A. Van Pelt..... | do | Allowed | 21.72 | 59.91 | |
| Beaver City, Ind..... | H. McCarthy..... | Fire | do | 40.32 | 32.32 | |
| Beaver Creek, Ill..... | J. Danhour..... | Burglary | do | 42.49 | 38.57 | |
| Beaver Crossing, Nebr..... | J. E. Dmery..... | Fire | do | 8.91 | 7.94 | |
| Beaver Dam, Md..... | J. B. Lanford..... | do | do | 1.39 | | No proof of loss. |
| Bedford, Ohio..... | C. J. Wheeler..... | Burglary | Disallowed | 2.00 | | |
| Beebe, Ark..... | D. D. Cole..... | Fire | do | 10.00 | 10.00 | |
| Beeler, Kans..... | A. S. Pearce..... | In transit | Allowed | 297.47 | | No proof of loss in transit |
| Balding, Mich..... | A. L. Spencer..... | do | Disallowed | 176.30 | | |
| Belgium, Wis..... | T. Ellenbecker..... | Fire | Allowed | 35.38 | 104.27 | |
| Bel Air, Md..... | J. R. Bell..... | Burglary | do | 1.35 | 1.35 | |
| Belle Mina, Ala..... | B. D. Lindsey..... | Fire | do | 5.38 | 5.12 | |
| Bellingham, Mass..... | F. E. Redwood..... | Burglary | do | 12.50 | 12.50 | |
| Bellwood, La..... | J. D. Addison..... | Fire | do | 12.00 | 5.52 | |
| Bentonia, Cal..... | F. P. Whinnan..... | Burglary | do | 412.33 | 412.33 | |
| Benson, N. C..... | E. J. D. Boykin..... | do | do | 47.70 | 47.70 | |
| Benton, Ill..... | C. H. Sneed..... | Fire | do | 44.99 | 44.99 | |
| Benton, La..... | C. Kingsley..... | In transit | do | 22.00 | 22.00 | |
| Bermuda, Tex..... | P. N. Bentley..... | Fire | do | 321.91 | 21.80 | |
| Bethel, Conn..... | A. L. Benedict..... | Burglary | do | 31.45 | 521.91 | |
| Big Dry Creek, Cal..... | W. M. Shortridge..... | Fire | do | 4.32 | 28.47 | |
| Big Lick, N. C..... | W. A. Cagle..... | do | Disallowed | 29.83 | 4.32 | Loss resulted from negligence. |
| Big Springs, Kans..... | T. J. Custard..... | Burglary | do | 2.00 | Do. | |
| Big Springs, Ohio..... | J. O. McKinley..... | do | do | 9.77 | Do. | |
| Bissell, Ohio..... | L. J. Meach..... | do | do | 3.60 | Failure to remit as instructed. | |
| Black, Tex..... | J. B. Curtis..... | In transit | Disallowed | 28.00 | Loss made good by contractor. | |
| Black Hawk, Miss..... | M. E. Harper..... | do | do | 45.97 | Postmaster reimbursed by assistant treasurer at St. Louis, Mo. | |
| Blackwater, Mo..... | S. S. Chase..... | do | do | 59.44 | 59.44 | |
| Blairville, Pa..... | J. Moorhead..... | Burglary | Allowed | 20.00 | Money recovered. | |
| Blainville, Ky..... | M. E. Warden..... | In transit | Disallowed | 4.00 | Loss resulted from negligence. | |
| Blossvale, N. Y..... | D. C. Halstead..... | Burglary | do | 23.25 | Do. | |
| Bluff Dale, Tex..... | R. T. Holt..... | do | do | 18.35 | Do. | |
| Bluff Mills, Ind..... | J. G. Derr..... | do | do | 10.00 | Do. | |
| Bluff Springs, Fla..... | H. D. Markley..... | In transit | do | 5.00 | Failure to remit as instructed. | |
| Bluthembourg, N. Y..... | R. B. Sedgwick..... | Burglary | Allowed | 244.96 | 244.96 | |
| Bolivar, Ind..... | S. J. Stiles..... | do | do | 8.26 | 3.40 | |
| Bon Air Coal Mine, Tenn..... | J. J. Clark..... | do | do | 14.05 | 8.80 | |
| Booneville, Tenn..... | R. K. Bailey..... | Fire | do | 11.00 | 11.30 | |
| Boonville, N. Y..... | G. A. Willard..... | Burglary | do | 323.38 | 323.33 | Claim included value of damaged stamps returned to Department and credited. |
| Boonville, N. C..... | J. F. Crumel..... | Fire | do | 84.57 | 4.93 | |
| Border City, N. Y..... | J. Laberde..... | Burglary | do | 17.79 | 16.93 | |
| Boston, Mass..... | T. W. Hart..... | do | do | 169.16 | 169.16 | |
| Bountiful, Utah..... | S. Hales..... | do | Disallowed | 41.75 | | Loss resulted from negligence. |
| Bourbon, Mo..... | M. C. Taylor..... | do | do | 21.03 | Do. | |

REPORT OF THE POSTMASTER-GENERAL.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|------------------------|-------------------|----------------|-----------------|--------------|-----------------|---------------------------------------|
| Bowdoin Center, Me. | A. M. Brown. | Burglary | \$5.25 | Allowed | \$5.35 | |
| Bradfield, Mo. | J. P. W. Wells. | Fire | 22.72 | do | 22.72 | Failure to remit as instructed. |
| Bradford, Ohio. | M. L. Brown. | In transit. | 131.00 | Disallowed | | Do. |
| Bradix, Ark. | M. Bradix. | Fire | 38.46 | Allowed | 38.46 | |
| Briggs, Ark. | F. G. Dawson. | Fire | 2.50 | Disallowed | | |
| Briggs Corners, N. Y. | F. L. Allen. | In transit. | 14.83 | Allowed | 12.55 | |
| Bright, Tenn. | N. C. Wheeler. | Burglary | 1.40 | do | 1.40 | |
| Bright, Tenn. | T. B. Winc. | do | 1.65 | do | 1.65 | |
| Brimfield, Mass. | T. C. Williams. | do | 25.24 | Disallowed | | Loss resulted from negligence. |
| Brimfield, Ohio. | J. T. Williams. | Fire | | Allowed | 20.52 | |
| Brittain, W. Va. | J. T. Smith. | do | 4.47 | do | 4.47 | |
| Brockton, Mass. | J. M. Hillywood. | do | 107.78 | do | 107.78 | |
| Brookhead, Ky. | A. T. Pike. | Burglary | 30.26 | Disallowed | | Do. |
| Brookline Station, Mo. | F. M. Parsons. | do | 52.13 | Allowed | 42.13 | |
| Brucville, Tex. | G. W. Kincheboe. | do | 4.00 | do | 4.00 | |
| Bruni, N. C. | W. L. Kincheboe. | Fire | 78.15 | do | 75.56 | |
| Bryan, Ohio. | R. D. Dele. | Burglary | 7.14 | do | 7.14 | |
| Bucyrus, Kans. | E. H. Kirby. | do | | do | 9.40 | |
| Bud, Ind. | W. M. Deer. | Fire | 49.76 | do | 49.76 | |
| Budd Lake, N. J. | T. M. Langer. | Burglary | 39.88 | do | 39.88 | |
| Do. | do | do | 32.43 | do | 32.43 | |
| Do. | do | do | | do | 16.85 | |
| Ballitts Bayou, La. | J. D. Hart. | Flood | 9.73 | Disallowed | | No proof of loss by burglary. |
| Bullock, N. C. | J. G. Pittard. | Burglary | | Allowed | 30.19 | |
| Burnleya, Va. | A. S. Taylor. | Fire | 24.00 | Disallowed | | Loss resulted from negligence. |
| Burns, Tenn. | I. E. Bateman. | Burglary | 2.64 | Disallowed | | Money recovered. |
| Burnside, Ky. | J. Golden. | In transit. | 35.00 | Disallowed | | Failure to remit as instructed. |
| Burnsboro, Kans. | J. B. Kolnlo. | do | 30.14 | Allowed | 30.14 | |
| Do. | do | Burglary | 15.00 | Disallowed | | Loss resulted from negligence. |
| Butler, Miss. | H. Butler. | do | 5.23 | Allowed | 5.13 | |
| Byhalia, Miss. | J. D. Chalmers. | do | 15.89 | do | 15.68 | |
| Do. | do | do | | do | 58.39 | |
| Caledonia, Mo. | W. Stocking. | Fire | 20.00 | do | 14.77 | |
| Caloma, Iowa. | C. S. Logan. | do | 17.49 | do | 4.66 | Part of the stolen stamps recovered. |
| Canden, Ky. | R. T. Hays. | Burglary | 27.32 | do | 27.32 | |
| Canada, Kans. | J. A. Burkholder. | do | 575.43 | do | 575.43 | |
| Candalaria, N. Y. | N. J. Millikin. | do | 10.65 | Disallowed | | Loss resulted from negligence. |
| Candalaria, Nev. | B. F. Edwards. | do | 7.76 | do | | Do. |
| Candler, Ga. | R. D. Smith. | do | 192.90 | do | 192.90 | |
| Cannon Falls, Minn. | P. A. Peterson. | do | 402.56 | Allowed | 402.56 | |
| Canton, Miss. | F. B. Pratt. | do | 28.50 | do | 28.50 | |
| Cape Neddick, Mo. | H. W. Plasted. | Fire | 64.00 | Disallowed | | Loss made good by another postmaster. |
| Carbondale, Colo. | J. F. Westward. | In transit. | | do | | No loss shown. |
| Carlockville, Tenn. | N. R. Menkin. | Fire | 3.34 | do | | |
| Carrier Mills, Ill. | P. Thompson. | do | 4.86 | Withdrawn | | |
| Carlton, Tex. | R. F. McKeage. | Burglary | | Allowed | 4.86 | |

| Case | City | Cause | Type | Amount | Status | Remarks |
|----------------------|------|------------------|------------|--------|------------|--|
| | | | | | | |
| Cary, Miss | Do | D. J. Foreman | Fire | 66.25 | do | 120.66 |
| Casco, Wis | Do | E. Decker | Burglary | 587.30 | do | 293.00 |
| Cass, Ill | Do | O. Wiley | Fire | 109.72 | do | 109.72 |
| Casselman, N. Y. | Do | J. W. Van Hoesen | Burglary | 16.15 | do | 16.15 |
| Cattin, Wash | Do | O. Hinson | do | 434.70 | do | 434.70 |
| Cayuga, N. Y. | Do | W. F. Pierce | do | 8.00 | do | 8.00 |
| Cazenovia, N. Y. | Do | J. W. Howson | do | 500.83 | do | 500.83 |
| Cazenovia, Wis | Do | C. Pierce | Fire | 9.46 | Disallowed | Loss resulted from negligence. |
| Cedarhurst, N. Y. | Do | W. S. Vandewater | Burglary | 185.59 | Allowed | 118.14 |
| Cedar Junction, Kans | Do | R. Jones | do | 112.15 | do | 111.65 |
| Cedar Springs, Va | Do | M. J. Honaker | do | 132.53 | do | 132.53 |
| Centralia, Mo | Do | C. W. Pelane | do | 8.68 | Disallowed | Do. |
| Chadwick, N. Y. | Do | J. H. Perry | do | 17.10 | do | Do. |
| Chamais, Mo | Do | J. T. Boyso | do | 7.74 | do | Do. |
| Chandler, Tenn | Do | O. H. Chandler | do | 16.93 | Allowed | 16.93 |
| Chapman, Pa | Do | T. Garaly | Fire | 9.06 | do | 75 |
| Chapel Hill, Tex | Do | R. P. Buckingham | Burglary | 41.81 | do | 41.81 |
| Charlton, N. Y. | Do | J. A. Slover | do | 13.11 | Disallowed | Do. |
| Charlton Heights, Md | Do | F. Shanabrook | Fire | 12.43 | Allowed | 30.84 |
| Chelmsford, Mass | Do | W. W. Shaver | Burglary | 42.90 | Allowed | 33.64 |
| Cherry Valley, Ark | Do | G. E. Champitt | Burglary | 33.65 | Disallowed | Do. |
| Chestertown, N. Y. | Do | D. C. Remington | Fire | 13.04 | Allowed | 10.80 |
| Chickamauga, Tenn | Do | A. Ritchey | Burglary | 3.50 | Disallowed | Do. |
| Chickamauga, Tenn | Do | J. J. Crawford | do | 564.89 | Allowed | 594.80 |
| Chideater, Ark | Do | T. B. Green | do | 57.00 | do | 348.49 |
| Chillicothe, Ill | Do | E. A. Mitchell | do | 348.49 | do | 8.23 |
| Chiquapi, N. C | Do | S. K. Farrier | Fire | 67.37 | do | 67.37 |
| Chiple, Fla | Do | L. W. Iselozel | Burglary | 51.39 | do | 51.39 |
| Chisholm, Tex | Do | J. L. Howell | Fire | 30.32 | do | 30.32 |
| Choctaw, Ark | Do | J. S. Jennings | do | 31.16 | do | 31.16 |
| Choctaw, Ark | Do | H. Berrigan | do | 6.26 | do | 6.26 |
| Chowan, N. C | Do | I. Snalley | do | 27.90 | Disallowed | Not presented within the time prescribed by statute. |
| Cincinnati, Tex | Do | W. C. Jency | Fire | 27.90 | Allowed | 27.90 |
| Cisco, Tex | Do | G. S. Williams | Fire | 27.90 | do | 47.73 |
| Civil, Ill | Do | F. Putnam | do | 10.22 | do | 7.86 |
| Clack, Miss | Do | R. H. Matthews | do | 260.53 | Disallowed | Failure to remit as instructed. |
| Clarksburg, Tex | Do | T. M. Gaines | Fire | 3.69 | Allowed | Loss resulted from negligence. |
| Clarksville, Va | Do | J. W. Spencer | do | 90.20 | Disallowed | Failure to remit as instructed |
| Clayton, Ind | Do | H. Johnson | Burglary | 140.37 | do | 87.70 |
| Cleburne, Kans | Do | J. N. Palmer | do | 9.17 | do | 140.37 |
| Cleburne, Pa | Do | A. T. Anderson | do | 5.00 | do | 9.17 |
| Cleversburg, Pa | Do | George Clever | do | 5.00 | Disallowed | Failure to remit as instructed |
| Cleves, Ohio | Do | F. A. Grossman | In transit | 4.47 | Allowed | Do. |
| Clifton, Okla | Do | E. J. Scott | Fire | 29.00 | Disallowed | Loss made good by another postmaster. |
| Clifton, Tenn | Do | C. C. Stribling | In transit | 23.00 | Disallowed | Do. |
| Clifton, Cal | Do | J. H. Sheehan | do | 41.86 | Allowed | Loss made good by another postmaster. |
| Cloverdale, Ind | Do | W. E. Horn | Fire | 80.75 | do | 31.84 |
| Cockeyville, Md | Do | J. A. Thuma | Burglary | 64.82 | do | 64.82 |
| Colbert, Ind. Ter | Do | C. W. Meades | Fire | 65.39 | do | 65.39 |
| Colfax, La | Do | M. I. Grow | Burglary | 48.00 | Disallowed | No proof of burglary. |

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|--------------------------|--------------------|----------------|-----------------|--------------|-----------------|---------------------------------------|
| Collinwood, Ohio | E. V. Spring | Burglary | \$97.06 | Allowed | \$85.75 | |
| Columbess, Tex. | P. Larkin | Fire | | do | 262.93 | Money recovered. |
| Columbia, Miss. | E. Lane | In transit | 87.00 | Dismissed | | |
| Columbia Heights, Ill. | C. Westrich | Burglary | 32.00 | Allowed | 32.00 | |
| Columbus Junction, Iowa | J. L. Grubb | do | 248.17 | do | 248.17 | Loss resulted from negligence. |
| Comptine, Iowa. | C. Powell | do | 47.10 | Disallowed | | |
| Conconully, Wash. | C. Hermann | Fire | | Allowed | 64.56 | |
| Conewango Valley, N. Y. | E. B. Rowley | Burglary | 197.05 | do | 97.05 | Do. |
| Constant, Kans. | J. W. Johnson | do | 1.57 | Disallowed | | No satisfactory proof of amount lost. |
| Constantia Center, N. Y. | H. E. Coady | do | 11.75 | Allowed | 12.27 | |
| Conway, Fla. | G. C. Elwes | do | 19.11 | Disallowed | | Loss resulted from negligence. |
| Conway, Iowa. | J. A. Carr | Fire | 154.77 | Allowed | 152.10 | |
| Conway Springs, Kans. | W. Haight, | Burglary | 49.89 | Disallowed | | |
| Copperopolis, Cal. | W. M. Vickery | Fire | 125.90 | Allowed | 114.64 | |
| Corbin, Mont. | P. F. Hosh, acting | do | 47.00 | do | 52.65 | |
| Cordell, Ala. | W. A. Lavery | In transit | 15.53 | Disallowed | | Money received at depository. |
| Cork, Pa. | S. B. Oberhelman | Fire | | Allowed | 16.25 | |
| Cornplanter, Pa. | C. O. Lawson | do | 19.99 | do | 17.54 | |
| Cottage Grove, Ind. | J. W. Holland | Burglary | 29.14 | do | 29.14 | |
| Cotton Plant, Ark. | F. H. Kennedy | do | 790.23 | do | 671.23 | |
| Coupland, Tex. | J. Guetz | Fire | 25.51 | do | 25.51 | |
| Couabata, La. | J. R. McGoldrick | In transit | 161.00 | do | 161.00 | |
| Covington, Tenn. | G. M. Taylor | do | 35.00 | do | 35.00 | |
| Covington, Va. | G. T. McClintic | do | 100.00 | do | 90.00 | \$10 recovered. |
| do | do | Burglary | 697.35 | do | 697.35 | |
| Cowden, Ill. | J. Flinn | do | 33.26 | do | 33.26 | |
| Coxsackie, N. Y. | G. H. Scott | do | 4.77 | do | 4.77 | |
| Coyville, Kans. | R. B. Wetmore | do | 2.75 | do | 2.75 | |
| Cranbury, N. J. | R. L. McDowell | do | 129.03 | do | 129.03 | |
| Crandall, S. Dak. | W. F. Kuckman | Fire | 23.95 | do | 35.94 | |
| Cradilla Gap, Tex. | R. A. Ford | do | 10.00 | do | 5.66 | |
| Crescent, N. Y. | H. J. Haight | Burglary | 14.29 | do | 14.29 | |
| Crestler, Ind. | A. J. Root | In transit | 3.36 | Dismissed | | Money recovered. |
| Culloden, Ga. | J. O. Holmes | Burglary | 13.00 | Disallowed | | Loss resulted from negligence. |
| Curtisville, Ind. | G. W. Druin | do | 2.83 | Allowed | 2.83 | |
| Custer City, Tex. | J. R. Martin | Fire | 6.06 | do | 9.66 | |
| Cyclone Ind. | W. E. Bolt | Burglary | 32.10 | Disallowed | | Do. |
| Cynthia, Miss. | W. E. Kelley | In transit | 7.50 | do | 30.00 | Do. |
| Dadeville, Mo. | S. B. Fyle | do | 30.00 | do | 30.00 | |
| do | do | do | 65.00 | do | 65.00 | |
| do | do | do | | do | | |
| do | do | do | | do | | |
| Dado Pa. | J. A. Seldomridge | Burglary | 32.00 | Dismissed | | Money recovered. |
| Deiark, Ark. | H. A. Hamilton | In transit | 1.72 | do | 1.25 | |
| Daily Springs, Tex. | J. T. Woodson | Fire | 111.54 | Allowed | 107.94 | |

| Loc. For | Burglary | 187.22 | ... | 185.76 | Loss resulted from negligence. |
|------------------------|-------------|----------|------------|----------|--|
| Dallas Center, Iowa | | | | | |
| Dallison, W. Va. | do | 5.63 | Disallowed | 10.23 | |
| Danville, Ark. | do | 10.23 | Allowed | 52.07 | |
| Danville, Tenn. | Fire | | do | 15.01 | |
| Darlington, N. J. | Burglary | 18.28 | do | 15.01 | |
| Dawson, Neb. | do | 18.28 | do | 18.28 | |
| Dawson, W. Va. | do | 3.84 | Disallowed | 75.29 | No satisfactory proof of loss. |
| Deadwood, Cal. | do | 75.29 | Allowed | 24.62 | |
| De Kalb, W. Va. | Fire | 25.71 | do | 13.87 | |
| Delaware, Mo. | do | 14.08 | Disallowed | 170.00 | No loss shown. Claim evidently made under misapprehension. |
| Delaware, Ky. | Burglary | 170.00 | Allowed | 29.33 | |
| Delhi, La. | In transit | 33.02 | do | 166.05 | |
| Delto, Mo. | Fire | 168.64 | do | 3.60 | |
| Denison, Iowa | Burglary | 3.60 | do | 29.25 | |
| De Pauw, Ind. | Fire | 29.25 | do | 1,498.64 | No proof of loss. |
| De Pue, Ill. | Burglary | 1,498.64 | do | 14.21 | Loss resulted from negligence. |
| Des Moines, Iowa. | do | 2.54 | Disallowed | | Do. |
| Diamond, Ala. | do | 13.84 | Disallowed | 15.04 | |
| Dicks Creek, Ala. | Burglary | 24.78 | do | 32.45 | Failure to remit as instructed. |
| Dillon, Kans. | do | 15.04 | Allowed | 41.18 | No proof of loss. |
| Disco, Mich. | Fire | 1.90 | Disallowed | 103.00 | |
| Dixie, Ark. | In transit | 1.90 | Allowed | 11.90 | Loss resulted from negligence. |
| Dixons Mills, Ala. | do | | do | | Do. |
| Dolles Mills, Mo. | Fire | | Disallowed | | |
| Dooley, La. | do | | Allowed | | |
| Dooley, La. | Burglary | 41.24 | Disallowed | | |
| Dracut, Mass. | do | 7.07 | Allowed | | |
| Drennon Springs, Ky. | Fire | | do | | |
| Dry Bone, Wia. | do | | do | | |
| Duffan, Tex. | do | | do | | |
| Duffan, Tex. | In transit | 158.00 | do | | |
| Dugall Pa. | Burglary | 11.90 | do | | |
| Dump Creek, Va. | do | 30.58 | Disallowed | | |
| Duncan, Miss. | Theft | 8.49 | do | | |
| Duncan, Miss. | Fire | 21.00 | do | | |
| Duncan Bridge, Mo. | Burglary | 54.86 | Allowed | 21.00 | |
| Duncansby, Miss. | do | 73.00 | do | 23.05 | |
| Duncan Falls, Ohio | In transit | 18.28 | do | 73.00 | |
| Dundee, Ind. | Burglary | 11.80 | do | 17.63 | |
| Dunlap, Kans. | do | 23.75 | Disallowed | | Do. |
| Dunlap, Tex. | do | | do | | Do. |
| Dunlap, Tex. | Fire | | Allowed | 4.00 | Do. |
| Durham, Wash. | Burglary | 2.45 | Disallowed | | |
| Eads, Ark. | Fire | | Allowed | 29.30 | |
| Eagle Harbor, N. Y. | Flood | 3.72 | do | 7.83 | |
| East Barre, Vt. | Fire | | do | 3.72 | |
| East Brookfield, Mass. | do | | do | 15.48 | |
| East Concord, N. H. | Burglary | 1.85 | Disallowed | | Do. |
| East Deering, Me. | do | 23.79 | do | 23.79 | Do. |
| East Franklin, Vt. | do | 5.16 | Allowed | | Do. |
| East Lynn, Ill. | do | 21.17 | Disallowed | 21.17 | |
| East Newport, Mo. | Fire | 17.00 | Allowed | 47.35 | Do. |
| Eastport, N. Y. | Burglary | 106.35 | do | 18.29 | |
| East Rockaway, N. Y. | do | 18.29 | Allowed | | |
| East Rockaway, N. Y. | In transit. | | do | | |

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|-------------------------|---------------------|----------------|-----------------|--------------|-----------------|---------------------------------|
| East Springfield, N. Y. | A. P. Edick | Burglary | \$150.70 | Allowed | \$12.57 | |
| East Union, Ohio | I. Byall | Fire | 4.48 | do | 7.65 | |
| East Worcester, N. Y. | G. L. Winans | Burglary | 52.02 | do | 52.02 | |
| Ebensburg, Pa. | F. H. Barker | do | 49.13 | do | 46.88 | |
| Eden, Colo. | H. E. Yost | Fire | 51.44 | do | 51.44 | |
| Edgerton, Wis. | J. Dawe | Burglary | 93.22 | Disallowed | | Loss resulted from negligence. |
| Edina, Mo. | R. F. Schofield | do | 57.93 | do | | Do. |
| Elkhart, Tex. | W. M. Moore | do | 20.48 | do | | Money recovered. |
| Edmunds, Idaho | J. J. Coxson | In transit | 1.00 | Disallowed | | |
| Edwards Mill, N. C. | J. T. Tansill | Fire | 67.15 | Allowed | 74.61 | |
| Edwing, Kans. | D. W. Lambert | Burglary | 36.50 | Disallowed | | Loss resulted from negligence. |
| El Dorado Springs, Mo. | N. K. Beardslee | Fire | 108.28 | Allowed | 98.30 | |
| Elgin, Penn. | J. T. Guthrie | do | 2.10 | do | 9.22 | |
| Elk, Ark. | J. L. Dabo | Burglary | 2.13 | do | 2.13 | |
| Elkader, Iowa | S. S. Leach, acting | Fire | 14.84 | Withdrawn | | |
| Elk City, Kans. | S. J. Swartzell | In transit | 85.00 | Disallowed | 211.05 | Failure to remit as instructed. |
| do | do | Burglary | 322.40 | Allowed | 16.64 | |
| Elk Mountain, Ala. | W. A. Greenhaw | In transit | 16.61 | do | 18.39 | |
| Elk Mound, Wis. | H. Ausman | Fire | do | do | 34.86 | |
| Elm, Mo. | M. C. Shafer | do | do | do | | |
| Elm Grove, Mo. | J. R. Wilson | Burglary | 46.32 | Disallowed | | Loss resulted from negligence. |
| Elmwood, Ark. | G. W. Capps | Fire | 43.45 | Allowed | 44.48 | Do. |
| Elmora, N. Y. | G. T. Smith | Burglary | 10.00 | Disallowed | | Do. |
| Elton, Pa. | J. Statler | do | 18.74 | do | | Do. |
| Elwell, Iowa | S. Paine | do | 23.16 | Allowed | 23.06 | |
| Ely, Mo. | H. T. Boone | do | 4.88 | Disallowed | | |
| Emerald, Neb. | G. W. Lee | do | 29.50 | Allowed | 29.50 | |
| Emerald, Wis. | S. E. Lindefeld | do | 14.99 | do | 14.99 | |
| Emory, Miss. | R. W. Catron | Fire | 13.64 | Disallowed | | Do. |
| Enfield Center, N. Y. | C. J. Marvin | do | 4.66 | Allowed | 4.66 | |
| Epsville, Pa. | A. Dodd | Fire | 139.71 | do | | |
| Ethan, S. Dak. | J. L. Harrell | Burglary | 57.00 | do | | |
| Ethel, Ga. | J. S. Eastwood | Fire | 4.16 | Disallowed | | Do. |
| Eureka, Kans. | L. Buell | Burglary | 31.17 | Allowed | 31.17 | |
| Excelsior, Mo. | O. H. P. Noel | Fire | 50.82 | do | 48.00 | |
| Eylar, Ill. | John Hall | do | 27.29 | do | 28.11 | |
| Fairdale, Kans. | L. Z. Lotzprick | Burglary | 10.00 | do | 10.00 | |
| Fairfax, Mo. | J. W. Dickson | Fire | 23.89 | do | 104.58 | |
| Fair Haven, Minn. | J. H. Blier | do | 85.00 | do | | Do. |
| Fairmount, Ark. | C. Fry | Burglary | 12.18 | Disallowed | | |
| Farlin, Iowa | I. B. Campbell | do | 45.00 | Allowed | 35.00 | |
| Farlingville, Kans. | T. Brickley | Mico | 2.21 | do | 2.21 | |
| Farmington, Md. | J. Mellor, Jr. | Burglary | 29.31 | Disallowed | | Do. |
| Fayette, Utah | J. M. Hendricks | In transit | 29.00 | Allowed | 29.00 | |
| Fayetteville, Ala. | | | | | | |

| | | | | | |
|-----------------------|------------------|------------|----------|------------|----------|
| Bayeterville, Ga | B. L. McGough | Fire | 6.00 | do | 0.00 |
| Berney S. Dak | C. J. Neuhauer | Burglary | 44.70 | do | 44.70 |
| Bern Hill, Wash | P. Jensen | do | 23.11 | Disallowed | |
| Bineville, N. J | C. C. Fine | do | 58.32 | Allowed | 5.33 |
| Fishkill, N. Y | H. F. Walcott | Burglary | 58.32 | do | 58.63 |
| Blackville, N. Y | G. Craig | Fire | 78.55 | do | 2.89 |
| Fleming, Mo | E. Vall | Burglary | 31.45 | do | 78.55 |
| Florida College, N. C | J. McBryde | do | 428.43 | do | 31.45 |
| Florence, Ala | F. G. Lambeth | do | 3.95 | Disallowed | |
| Florence, Ohio | G. P. Baker | Fire | 2.54 | Allowed | 3.05 |
| Flucom, Mo | C. H. Schmid | do | 10.00 | do | 43.87 |
| Foreman, Ind | J. Shaeffer | do | 10.00 | do | 9.71 |
| Forest City, Mo | G. W. Baldwin | Burglary | 2.54 | Disallowed | |
| Fort Barwell, N. C | O. L. Peavey | do | 10.00 | Allowed | 10.00 |
| Fort Defiance, Va | F. Wooten | do | 5.09 | do | 79.57 |
| Fort Gibson, Ind. T | J. L. Whitecell | do | 15.17 | Disallowed | |
| Fort Huachuca, Ariz | J. S. Scott | Fire | 111.00 | do | 15.17 |
| Fort Pendleton, Md | C. A. Clark | In transit | 12.68 | do | 111.00 |
| Fosters Meadow, N. Y | O. M. Deakins | Fire | 4.62 | do | 12.68 |
| Fox Creek, Ky | J. S. Roedel | In transit | 27.50 | Disallowed | |
| Fred, Ind. T | Q. H. Hawkins | Fire | 680.94 | Allowed | 14.35 |
| Fredericksburg, Va | W. S. Cook | do | 92.74 | do | 59.83 |
| Frederick, Va | O. D. Foster | Burglary | 46.45 | do | 680.94 |
| Freeport, Minn | S. P. Sorenson | do | 20.00 | do | 92.74 |
| Friday Harbor, Wash | V. Fowler | In transit | 4.25 | Disallowed | 46.45 |
| Friendship, N. Y | F. R. Uitor | Burglary | 1,281.87 | do | |
| Frontburg, Md | C. H. Walker | do | 5.41 | Allowed | 5.41 |
| Fulton, N. Y | L. M. Hutchinson | do | 25.10 | do | 1,281.87 |
| Gale, Tenn | A. B. Cox | Fire | 91.00 | Disallowed | 24.85 |
| Gainesboro, Tenn | O. Demons | Burglary | 10.61 | do | |
| Galesburg, Kans | A. J. Veatch | In transit | 83.20 | do | |
| Gales Creek, Oreg | Z. Y. Moore | Burglary | 27.25 | Allowed | 83.21 |
| Gallatin, Pa | J. J. Wilkison | Fire | 5.31 | do | 25.34 |
| Gansville, La | A. M. Kendall | Burglary | 164.94 | Disallowed | |
| Garden City, Minn | W. S. Note | do | 155.74 | do | |
| Garfield, Ind | H. D. Irwin | do | 2.75 | Allowed | 58.90 |
| Garfield, Wash | S. Sturgeon | do | 19.50 | Disallowed | |
| Garner, Iowa | J. W. Hurrell | Fire | 42.55 | Allowed | 28.66 |
| Garrett Park, Md | K. W. O'Neil | Burglary | 28.70 | do | 12.29 |
| Gate City, Ala | J. C. Jones | Fire | 2.72 | do | |
| Gatewood, Ariz | M. F. Franks | do | 10.00 | do | |
| Gillies Mills, Tenn | J. B. Mobley | Burglary | 45.00 | Disallowed | |
| Givin, Iowa | J. E. Jadray | do | 79.43 | do | 42.54 |
| Gen Carbon, Ill | A. D. Capron | do | 12.64 | do | 79.43 |
| Gen Castle, N. Y | M. G. Devanney | In transit | 243.90 | Allowed | 12.64 |
| Glendon, Ohio | H. M. Graham | Fire | 83.00 | do | 12.64 |
| Glendora, Miss | B. Watson | do | | do | 198.30 |
| Glen Hazel, Pa | S. E. Gray | do | | do | 21.32 |
| Glen, Ind | C. C. Glenn | do | | do | |
| Glenn's Ferry, Idaho | J. Gardner | do | | do | |
| Glenwood, Ga | | do | | do | |

Failure to remit as instructed.

Loss resulted from negligence.

Loss made good by railway postal clerk.
Loss resulted from negligence.
Failure to remit as instructed.

Loss resulted from negligence.

Burglary not proved.
Loss resulted from negligence.
Failure to remit as instructed.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|-------------------------|-------------------|----------------|-----------------|--------------|-----------------|---------------------------------|
| Glidden, Iowa. | J. M. Campbell | Burglary | \$88.01 | Allowed | \$88.01 | |
| Goodwin, S. Dak. | A. E. Steere | do | 3.63 | do | 3.63 | |
| Gorham, N. Y. | C. H. Johnson | do | 164.75 | do | 163.22 | |
| Gortie, Iowa. | V. Nelson | Fire | 85.00 | do | 85.00 | |
| Graceton, Pa. | H. McCreary | Burglary | 94.00 | Disallowed | 86.68 | Failure to remit as instructed. |
| Grain Valley, Mo. | S. H. Todd | In transit | 33.32 | Allowed | 31.32 | |
| Granada, Colo. | W. A. Merrill | Fire | 7.30 | do | 2.98 | Loss resulted from negligence. |
| Do. | M. F. Dickinson | Burglary | 3.17 | Disallowed | | |
| Grand Claize, Ark. | A. Lawson | do | 7.60 | Allowed | 7.60 | |
| Granite, Mo. | I. S. Candage | Fire | 1.17 | do | 1.17 | Do. |
| Gravel Hill, Tenn. | W. W. Stovall | Burglary | 9.84 | Disallowed | | Failure to remit as instructed. |
| Gravelville, Minn. | C. Gravel | do | 22.00 | do | 33.76 | Loss resulted from negligence. |
| Green, Kans. | N. Young | In transit | 33.76 | Allowed | 34.18 | |
| Greene Crossing, Miss. | M. P. Darden | Fire | 4.07 | Disallowed | 76.00 | |
| Greendale Mills, Ind. | A. E. Keagy | Burglary | 34.18 | Allowed | 56.24 | |
| Greenland, Minn. | James Rea | do | 127.08 | do | 7.28 | |
| Green Ridge, Mo. | M. V. B. Paige | Fire | 54.24 | do | 6.89 | |
| Greenville, Pa. | L. Keck | Burglary | 7.28 | do | 631.65 | |
| Greenwich, N. Y. | S. L. Stillman | do | 6.80 | do | 86.72 | |
| Griffith, Ky. | G. T. Vitetow | do | 631.34 | do | 155.20 | |
| Grova City, Pa. | E. V. Neyman | do | 86.42 | do | 7.27 | |
| Groveston, Tex. | Kate Cox | Fire | 155.20 | do | 22.80 | Money recovered |
| Grundy Center, Iowa. | C. I. Keiter | Burglary | 7.27 | do | | |
| Gulford Springs, Pa. | A. H. Witherspoon | do | 3.27 | Disallowed | 148.97 | |
| Guinea Mills, Va. | J. B. Gilliam | Fire | 148.97 | Allowed | 248.28 | |
| Gunn Fork, Tenn. | W. Trammell | In transit | 251.28 | do | 45.84 | |
| Gunnison, Miss. | A. N. Gunnison | Fire | 45.84 | do | | |
| Gypsum, Kans. | E. S. Whetock | Burglary | 4.44 | Disallowed | | Loss resulted from negligence. |
| Hadley, Ind. | P. F. Thomas | do | 43.00 | do | | Do. |
| Hainleys Switch, Mo. | J. E. Smith | do | 88.78 | do | 41.07 | |
| Do. | do | do | 22.42 | do | 22.14 | |
| Hallfax, Kans. | J. B. Crumb | do | 735.21 | Disallowed | | |
| Hallowell, Kans. | G. Burton | do | 865.08 | Allowed | 841.26 | |
| Hallsville, Mo. | R. F. Hullett | do | 17.19 | do | 17.19 | |
| Hamburg, Ark. | C. C. Allen | Fire | 11.70 | do | 11.70 | |
| Hamburg, Mo. | H. J. Seib | Burglary | 5.67 | do | 106.32 | Loss not satisfactorily proved. |
| Hammondsport, N. Y. | L. H. Brown | do | 865.08 | Allowed | 44.05 | Loss resulted from negligence. |
| Hanesville, Ohio. | F. Braley | do | 17.19 | do | 10.58 | |
| Do. | do | Fire | 136.00 | do | 68.80 | |
| Hard Times Landing, La. | D. Morris | do | 18.00 | Disallowed | | Do. |
| Harlem, Mo. | D. W. Anderson | do | 24.50 | Allowed | 24.50 | |
| Harper, Mo. | E. L. Gover | Burglary | 10.58 | do | | |
| Harpers Ferry, Ky. | E. G. Harper | Fire | 18.00 | do | | |
| Harris City, Ind. | C. E. Sturgis | do | | do | | |
| Hartdale, N. Y. | J. E. Morse | Burglary | | do | | |

REPORT OF THE POSTMASTER-GENERAL.

EXHIBIT. A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|---------------------|--------------------|----------------|-----------------|--------------|-----------------|--------------------------------------|
| Index, Wash. | A. D. Gunn. | Fire. | \$47.00 | Allowed. | \$30.61 | |
| Indiana, Pa. | J. N. Langham. | do. | 10.60 | do. | 10.60 | Loss resulted from negligence. |
| Indian Head, Pa. | H. L. Sparks. | Burglary. | 9.33 | Disallowed. | | Do. |
| Do. | do. | do. | 7.84 | do. | | Do. |
| Do. | do. | do. | 11.28 | do. | | Failure to remit as instructed. |
| Industry, Kans. | I. Gibbs. | In transit. | 15.00 | do. | | |
| Ingraham Mill, Miss | J. R. Ingram. | Fire. | 10.20 | Allowed. | | |
| India, Ind. Ter. | W. W. Hubbard. | Robbery. | 52.81 | do. | | |
| Irbby, Ga. | J. K. Fitzgerald. | Fire. | | do. | | |
| Irene, La. | S. O. Beauchamp. | do. | | do. | | |
| Iron Bridge, Tex. | S. W. Barefield. | do. | | do. | | |
| Irwin, Pa. | B. Steele. | Burglary. | 803.26 | do. | 41.98 | Part of the stolen stamps recovered. |
| Isabel, Kans. | J. A. Murray. | Fire. | | do. | | |
| Isleaca, N. Y. | E. E. Robinson. | Burglary. | 288.71 | do. | 23.01 | |
| Jackson, Tenn. | W. M. Moss. | do. | 76.30 | do. | 187.42 | |
| Jacobs, Tex. | J. W. Bagley. | do. | 74.00 | do. | 80.11 | |
| Jalapa, Tex. | N. H. Harrison. | Fire. | 42.70 | do. | 88.87 | |
| Jeddo, N. Y. | W. E. Mason. | do. | 35.50 | do. | 17.53 | |
| Jena, La. | S. H. Hines. | do. | | do. | 50.09 | |
| Jessup, Md. | P. D. B. Stansell. | Burglary. | 152.21 | do. | 152.21 | |
| Johnson City, Mo. | S. M. Stout. | do. | 13.47 | Disallowed. | 13.47 | Loss resulted from negligence. |
| Johnsville, Ind. | E. Edwards. | do. | 12.82 | do. | | Do. |
| Joliet, N. C. | L. James. | do. | 8.25 | do. | | |
| Jonesport, Me. | D. D. Kelly, Jr. | In transit. | 182.68 | Allowed. | 184.03 | Failure to remit as instructed. |
| Joyce, Ky. | M. E. Patterson. | Fire. | 30.00 | Allowed. | 23.75 | |
| Kanawha, Iowa | G. Elliott. | do. | 4.05 | do. | 4.50 | |
| Kasson, Minn. | Geo. W. Wicks. | Burglary. | 10.50 | do. | 10.50 | |
| Kathleen, Ga. | J. O. Wardlaw. | Fire. | | do. | 40.21 | |
| Keokuk, Minn. | S. B. Smith. | do. | | do. | 1.07 | |
| Kelthsburg, Ill. | L. L. Mertz. | Burglary. | 228.68 | Withdrawn. | | Loss resulted from negligence. |
| Kenmore, Mo. | L. Noland. | do. | 8.33 | Disallowed. | | Do. |
| Kennedy, Kans. | L. J. Cook. | In transit. | 2.85 | Allowed. | 2.85 | |
| Kennedy, N. Y. | M. E. Herrick. | Burglary. | 4.52 | Disallowed. | | |
| Kent, Wash. | C. E. Gulbranson. | do. | 345.37 | Allowed. | 222.12 | |
| Kerkhoven, Minn. | H. C. Odney. | do. | 79.21 | do. | 79.21 | |
| Kereys, Pa. | W. McKay. | In transit. | 34.00 | Disallowed. | | Failure to remit as instructed. |
| Keuka, Fla. | C. H. Leedy. | Burglary. | 2.53 | Allowed. | 2.53 | Loss resulted from negligence. |
| Keyser, N. C. | J. M. Barrett. | do. | 15.00 | Disallowed. | | Do. |
| Keysville, Va. | R. B. Davis. | Fire. | 30.42 | Allowed. | 30.42 | |
| Keyton, Ark. | R. B. F. Key. | Burglary. | 5.30 | Disallowed. | | |
| Kildare, Tex. | T. W. Conerly. | do. | 79.11 | Allowed. | 79.11 | |
| Kington, Tex. | W. W. Pace. | do. | 146.83 | do. | 146.83 | |
| Kingsville, Ky. | W. L. McCarty. | do. | 11.60 | Disallowed. | | Do. |
| Kingsville, Mo. | M. Hornsby. | do. | 142.88 | Allowed. | 135.67 | |

| | | | | | | |
|---------------------------|---------------------|------------|----------|------------|----------|--|
| Kiama, Pa | J. S. Green, acting | do | 96.84 | do | 80.00 | No satisfactory proof. Loss resulted from negligence. |
| Kiplin, Pa | H. A. Boyles | do | 160.88 | Disallowed | | |
| Kirt, Tex | W. F. Bachelor | do | 40.81 | do | 19.65 | |
| Kirkwood, S. Dak. | J. E. Klatnam | Fire | 12.65 | Allowed | 31.00 | |
| Knorr, Pa | J. M. Brothers | Burglary | 238.77 | do | 238.77 | |
| do | do | do | 38.00 | do | 53.93 | Do. |
| Kosata, Iowa | C. H. Dodd | do | 51.93 | do | | |
| Kyles, Mo | J. E. Wilcox | do | 2.04 | Disallowed | 317.93 | |
| La Camas, Wash. | H. MacMaster | do | 37.93 | Allowed | 2.23 | |
| Laclede, Mo | J. C. Crews | do | 2.23 | do | 8.22 | Loss not satisfactorily proved. |
| Lacy, Oreg. | J. R. Lawler | do | | do | | Do |
| La Cygne, Kans | E. C. Lane | Burglary | 3.30 | Disallowed | 39.88 | |
| Ladew, Wash. | L. D. Brim | Fire | 36.15 | Allowed | | |
| La Fayette Springs, Miss | A. D. Arent | Burglary | 16.00 | Disallowed | | |
| La Grange, Ga. | S. R. Laird | do | 1,042.41 | do | | Loss resulted from larceny or embezzlement. |
| La Grange, Ind. | J. H. Rerick | do | 20.19 | Allowed | 20.19 | |
| Lair, Ky | O. L. Ballinger | do | 21.13 | do | 21.13 | |
| La Jose, Pa. | A. L. Hurd | do | 130.79 | do | 130.79 | |
| Lake Butler, Fla. | J. A. King | do | 11.13 | do | 11.13 | |
| Lakeside, Ill. | G. Whitney | Fire | 15.29 | do | 15.29 | |
| Lakewood, N. J. | A. M. Bradshaw | Burglary | 1,813.87 | do | 1,813.87 | |
| Lamar, Ill. | G. A. Root | do | 111.47 | do | 111.47 | |
| Lanier, Tex | E. W. Fant | Mice | 2.00 | do | 2.00 | |
| Lansdale, Pa. | D. S. Hubner | Burglary | 69.00 | Disallowed | | Loss resulted from negligence. |
| Larchland, Ill. | J. C. Miller | Fire | 51.47 | Allowed | 51.47 | |
| Latrobe, Pa. | J. Ogden | Burglary | 425.50 | do | 402.79 | |
| Lauderdale, La. | E. B. Le Pica | Fire | 150.00 | do | 145.27 | |
| Lauderdale Station, Miss. | E. V. Walker | Burglary | 37.80 | do | 39.80 | |
| Lawrence, Ind. | A. White | Fire | | do | 10.01 | |
| Lawrence, Miss. | E. D. Beattie | do | 31.49 | do | 31.49 | |
| Lawrenceville, Pa. | J. C. Keeman | Burglary | 11.40 | do | 11.40 | |
| do | do | do | 1.64 | do | 1.64 | Loss resulted from the fault of the postmaster. |
| Lay, Kans | J. W. Miller | Fire | 37.38 | Disallowed | | |
| Leading Creek, W. Va. | W. W. Heckert | do | | Allowed | 36.06 | |
| Leadingham, Ky | B. F. Foster | Burglary | 4.14 | do | 4.14 | |
| Lebanon, N. C. | J. M. Harper | Fire | 73.83 | do | 72.93 | |
| Lebanon, Ind. | F. Shumate | Burglary | 9.65 | Disallowed | | Loss resulted from negligence. |
| Lebanon, Pa. | A. S. Light | do | 56.22 | Allowed | 56.22 | |
| Leemont, La. | B. G. Wells | do | 40.00 | Disallowed | | Do. |
| Leeroy, Ark. | J. Thurdley | Fire | 39.74 | Allowed | 36.34 | Do. |
| Lee, Ark. | M. J. Rutledge | Burglary | 65 | Disallowed | | Do. |
| Lenoir City, Tenn | J. L. Boggs | Fire | 5.00 | do | | Loss not satisfactorily proved. |
| Leopold, Ill. | I. Hammel | Burglary | 443.18 | do | | Loss resulted from negligence. |
| Leolia, Tenn | J. C. Gray | do | 4.02 | Allowed | 2.02 | Money recovered. |
| Leola, Ga. | J. W. Bailey | do | 3.97 | Disallowed | | |
| Leysa, S. C. | E. P. Nelson | do | 1.06 | Disallowed | | |
| Lignier, Pa. | W. H. Corvoto | In transit | 58.34 | Allowed | 58.34 | |
| Lileville, N. C. | F. B. Matheson | Burglary | 29.84 | do | 29.82 | |
| Lincolnville, Kans. | J. H. Sill | do | 17.25 | do | 2.23 | |
| Linden, Mo. | M. W. Thompson | do | 47.54 | do | 47.54 | |
| Lognan, Mo. | W. P. Carson | do | 3.24 | Disallowed | | Loss resulted from negligence. |
| Loraine, Ill. | J. Hartmann | Fire | 72.98 | Allowed | 72.51 | |

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., noted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|------------------------|------------------------|-----------------|-----------------|-----------------|-----------------|--------------------------------|
| Lernar, Iowa..... | J. D. Hillman..... | Burglary..... | \$61.48 | Disallowed..... | ..... | Loss resulted from negligence. |
| Louisville, Ala..... | J. A. Lampley..... | In transit..... | 5.00 | Dismissed..... | ..... | No loss occurred. |
| Do..... | do..... | do..... | ..... | do..... | ..... | Do. |
| Lovelady, Tex..... | J. W. Morgan..... | Fire..... | 85.26 | Allowed..... | \$85.26 | Loss resulted from negligence. |
| Lowell, Ind..... | J. W. Ackerman..... | Burglary..... | 14.69 | Disallowed..... | 353.43 | Do. |
| Lodi, N. Y..... | J. Burlin..... | do..... | 363.48 | Allowed..... | 19.48 | Do. |
| Low, Miss..... | N. J. Ware..... | Fire..... | 15.00 | Disallowed..... | 26.00 | Money recovered. |
| Lund, Kans..... | D. Baughman..... | Burglary..... | ..... | do..... | ..... | Loss resulted from negligence. |
| Lunette, Tex..... | J. T. Gilbert..... | Fire..... | 1.38 | Dismissed..... | 728.63 | Burglary not proved. |
| Lusk, Ill..... | W. Heurick..... | In transit..... | 10.00 | Disallowed..... | 16.76 | Loss resulted from negligence. |
| Luton, Iowa..... | W. N. McDonald..... | Burglary..... | 728.63 | Allowed..... | 61.77 | Loss resulted from negligence. |
| Lyons, Iowa..... | V. S. Nelson..... | do..... | 13.40 | do..... | 2.80 | Loss resulted from negligence. |
| McDearman, Tenn..... | J. C. McDearman..... | Fire..... | 3.00 | Disallowed..... | 14.14 | Loss resulted from negligence. |
| McClanahan, Ala..... | M. S. McClanahan..... | Burglary..... | 3.00 | do..... | 6.26 | Do. |
| McCordsville, Ind..... | W. A. Pilkenton..... | do..... | 61.77 | Allowed..... | 10.53 | Do. |
| McMillan, Tenn..... | G. H. Strong..... | Fire..... | 2.80 | do..... | 558.13 | Do. |
| McVillie, Miss..... | E. Sanders..... | do..... | ..... | do..... | 84.93 | Do. |
| Macbias, Wash..... | F. M. Davis..... | Burglary..... | 36.29 | Disallowed..... | 288.37 | Do. |
| Macbias Fort, Mo..... | A. L. Harman..... | Fire..... | 6.34 | Allowed..... | 37.51 | Do. |
| Mackie, Mo..... | J. Mackie..... | do..... | 10.53 | do..... | 16.11 | Do. |
| Madison, Ill..... | Geo. E. Condy..... | Burglary..... | 558.13 | do..... | 396.13 | Do. |
| Madison, Kans..... | C. A. Watrous..... | do..... | 84.93 | do..... | 222.24 | Do. |
| Maginnis, Tex..... | F. M. Ivy..... | do..... | 14.77 | Disallowed..... | 133.00 | Do. |
| Malasville, Ind..... | J. Prather..... | do..... | 353.06 | Allowed..... | 9.00 | Do. |
| Mahanoy City, Pa..... | V. W. Medlar..... | do..... | 87.51 | do..... | 12.51 | Do. |
| Maiden Rock, Wis..... | F. W. Carpenter..... | Fire..... | 19.61 | do..... | 2.18 | Do. |
| Mandarin, Fla..... | W. Y. Merry..... | Burglary..... | ..... | do..... | 183.38 | Do. |
| Do..... | J. M. Millan..... | Fire..... | 222.24 | do..... | 68.35 | Do. |
| Do..... | H. B. McCracken..... | Burglary..... | 133.00 | do..... | 24.00 | Do. |
| Do..... | W. B. Taylor..... | In transit..... | ..... | do..... | 279.09 | Do. |
| Do..... | J. E. Postle..... | Fire..... | 15.00 | Disallowed..... | ..... | Do. |
| Do..... | J. A. Smith..... | do..... | 5.11 | Allowed..... | ..... | Do. |
| Do..... | J. D. Davis..... | Burglary..... | 2.18 | Disallowed..... | ..... | Do. |
| Do..... | J. M. Seymour..... | do..... | 197.62 | Allowed..... | ..... | Do. |
| Do..... | C. H. McCleas..... | do..... | 183.38 | do..... | ..... | Do. |
| Do..... | C. S. Wynn..... | do..... | 57.35 | do..... | ..... | Do. |
| Do..... | J. J. Childrester..... | Fire..... | 47.60 | do..... | ..... | Do. |
| Do..... | B. F. Largent..... | Burglary..... | 279.09 | do..... | ..... | Do. |
| Do..... | L. Robe..... | do..... | 2.62 | Disallowed..... | ..... | Do. |
| Do..... | M. Harris..... | Fire..... | 4.00 | do..... | ..... | Do. |
| Do..... | H. E. Mason..... | In transit..... | 22.84 | do..... | ..... | Do. |
| Do..... | Westway Creek, Ky..... | Burglary..... | 8.88 | Allowed..... | ..... | Do. |
| Do..... | R. J. Smith..... | Fire..... | 30.00 | Disallowed..... | ..... | Do. |
| Do..... | W. S. Rice..... | In transit..... | ..... | do..... | ..... | Do. |

| | | | | | | |
|---------------------------|-------------------------|------------|--------|------------|--------|--|
| Montes, Cal. | J. E. Tibbett. | Fire. | 138 79 | Allowed. | 79 99 | |
| Merry Point, Va. | C. O. Newcomb. | do | | do | 13 92 | |
| Messena, Ind. | L. S. Elmore. | do | 31 28 | do | 34 75 | |
| Mexico, Mo. | E. C. Burkhardt. | Burglary | 835 65 | do | 875 45 | |
| Meyers Falls, Wash. | L. E. Blackmore. | Fire | 4 00 | do | 4 00 | |
| Michigan City, Miss. | J. C. Robinson. | do | 58 34 | do | 57 34 | Loss resulted from negligence. |
| Middle River, Iowa. | L. Fox. | do | | Disallowed | | Do. |
| Midway, W. Va. | J. H. Martin. | Burglary | 8 17 | do | | Do. |
| Millford Center, Ohio | J. B. Cranston. | Fire | 14 39 | do | 48 50 | |
| Millbury, Ohio | W. J. Bailey. | Burglary | 52 58 | Allowed | 81 27 | |
| Mill Creek, Mich. | H. D. Plumb. | do | 84 27 | do | 16 34 | |
| Mill Creek, N. C. | R. Brooks. | Fire | 23 46 | do | | |
| Milledgeville, Pa. | L. E. Cooper. | In transit | 5 00 | Disallowed | | Failure to remit as instructed. |
| Millers, Nev. | J. H. Miller. | Fire | 12 00 | Allowed | 6 26 | |
| Millersburg, Ky. | I. B. Collier. | Burglary | 464 95 | do | 465 05 | |
| Milligan, Tenn. | S. J. Williams. | do | 57 17 | do | 57 17 | |
| Millborough, W. Va. | W. D. Wray. | Fire | 44 24 | do | 44 24 | |
| Milton, N. J. | S. F. Washburn. | Burglary | 38 00 | Disallowed | | Loss resulted from negligence. |
| Milton Plantation, Me. | E. Andrews. | Fire | 10 15 | Allowed | 10 15 | |
| Minden, La. | J. C. T. Chadfee. | Burglary | 86 34 | Disallowed | | Do. |
| do | do | do | 28 22 | Allowed | 28 22 | |
| Mineral Springs, Ohio | J. H. Reed. | Fire | 43 83 | do | 43 83 | |
| Minnesota, Kans. | A. Driskell. | In transit | 5 00 | do | 5 00 | |
| Minneapolis, N. Y. | W. McCarthy. | do | 24 10 | do | 24 10 | |
| Mittineague, Mass. | L. W. Shepard. | Burglary | 44 29 | do | 11 38 | |
| Mixie, Tenn. | T. L. Simons. | do | 2 46 | do | 2 46 | |
| Mize, Tex. | J. M. Andrews. | do | 8 74 | Disallowed | | Do. |
| Molera, W. Va. | C. E. Lamm. | Fire | 28 00 | Allowed | 27 57 | |
| Monard, Va. | R. C. Padgo. | Burglary | 25 00 | Disallowed | | Do. |
| Monroe, N. Y. | J. E. Zook. | do | 313 92 | Allowed | 313 92 | Not presented within the time prescribed by statute. |
| Monroe, Mass. | G. Carpenter. | do | 59 29 | do | 59 29 | |
| Mont Eagle, Tenn. | E. W. Holcomb. | Fire | 57 38 | do | 57 28 | |
| Montvale, N. J. | G. A. Hering. | Burglary | 48 52 | Disallowed | | Loss resulted from negligence |
| Morales, Tex. | J. Beck. | Fire | 5 00 | Allowed | 49 93 | |
| Morgans Mill, Tex. | J. W. Allison. | Burglary | 38 23 | Disallowed | | Do. |
| Morris Cross Roads, Pa. | H. M. Rogers. | do | 202 72 | do | | Do. |
| Morristown, Ind. | M. L. Hilliard. | do | 26 36 | Disallowed | 202 72 | |
| Moselle, N. Dak. | W. H. Benson. | Fire | 7 56 | Allowed | 7 56 | |
| Medey, Minn. | W. R. Blackburn. | Burglary | 79 15 | Disallowed | | Do. |
| Monton, Ohio. | M. J. Detienne, acting. | Larceny | 6 00 | Allowed | | Not within the provisions of the statute. |
| Mount Carmel, Mo. | O. P. Hansford. | Burglary | 100 13 | do | 100 13 | |
| Mount Clare, W. Va. | R. H. True. | do | 24 55 | do | 24 55 | |
| Mount Clara, Fla. | W. I. Halstead. | do | 181 89 | do | 145 51 | |
| Mount Kisco, N. Y. | W. L. King. | do | 54 00 | do | 53 31 | |
| Mount Lebanon, La. | E. S. Brubaker. | do | 70 63 | do | 70 63 | |
| Mount Tabor, Oreg. | J. Downey. | do | 73 70 | Disallowed | | Loss resulted from negligence. |
| Mount Zion, Ill. | S. I. Clement. | Fire | 24 25 | Allowed | 18 34 | |
| Mount Zion, Va. | G. W. Lawson. | Burglary | 14 00 | Disallowed | | Do. |
| Mouth of Sycamore, W. Va. | T. H. Lewis. | do | | do | | Do. |
| Moxahala, Ohio. | E. W. Staley. | do | 88 | Allowed | | |
| Moxie, Tenn. | do | do | | do | | |

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|--------------------------|----------------------|----------------|-----------------|--------------|-----------------|------------------------------------|
| Mulberry, Ark. | L. R. Hawkins | Burglary | \$140.55 | Disallowed | | Loss resulted from negligence. |
| Mulberry, Pa. | M. L. Strayer | Fire | 8.50 | Allowed | \$8.50 | Do. |
| Mulhall, Okla. | A. C. Elliott | Burglary | 184.94 | Disallowed | | |
| Muncie, Kans. | S. Haft | do | 8.19 | Allowed | 3.19 | |
| Murchison, Tex. | W. W. White | Fire | 38.80 | do | 39.74 | 56.54 |
| Murphy, Tex. | J. T. Murphy | do | | do | 14.25 | |
| Myers, Mo. | T. W. Avery | do | 14.25 | do | | Do. |
| Nannie, Ga. | T. N. Pinson | Burglary | 13.29 | Disallowed | | Do. |
| Nantasket, Mass. | do | do | 13.56 | do | | |
| National Soldiers' Home. | A. Peal | do | 439.12 | Allowed | 439.12 | |
| Navarre, Ohio | A. C. Paul | do | 160.00 | Disallowed | | Loss did not result from burglary. |
| Navesink, N. J. | F. M. Corl | do | 39.47 | Allowed | 39.47 | |
| Neosho, Tenn. | W. Swan | do | 13.74 | Disallowed | | Loss resulted from negligence. |
| Neelys, Mo. | J. R. Campbell | Fire | 6.23 | do | 6.23 | |
| Nellyville, Mo. | M. G. Rias | do | | Allowed | 156.23 | |
| Nellis, N. Y. | A. Nellis | do | 22.72 | do | 9.73 | |
| Neoga, Ill. | T. R. Hancock | Burglary | 32.72 | do | 39.72 | Do. |
| Nevada, Ill. | P. H. Langdon | do | 16.45 | Disallowed | | |
| Nevada, Ohio | B. F. Smith | do | 1.55 | Allowed | 15.00 | |
| New Albany, Kans. | A. M. Johnston | In transit | 15.00 | do | 176.91 | |
| New Boston, N. H. | C. H. Dodge | Burglary | 176.91 | do | | |
| New Douglas, Ill. | E. W. Bunn | In transit | 9.00 | Disallowed | | Failure to remit as instructed. |
| New Hampton, N. Y. | J. A. Mills | Burglary | 64 | Withdrawn | | |
| Newlin, Tex. | A. M. Embury | Fire | 20.89 | Allowed | 12.84 | |
| Newman, Ill. | T. M. Siedenstricker | Burglary | 180.95 | do | 173.19 | |
| Newmansville, Tenn. | J. W. McCamie | Flood | 24.20 | do | 24.31 | |
| New Melie, Mo. | M. D. Butt | Burglary | 157.88 | do | 186.06 | |
| New Midway, Md. | A. J. Smith | do | 0.88 | Disallowed | | Loss resulted from negligence. |
| New Millport, Pa. | M. B. Nanno | do | 84.06 | Allowed | 84.06 | |
| New Oregon, N. Y. | W. Stiff | Fire | 99.94 | do | 99.94 | |
| New Salem, Kans. | T. M. Rodgers | do | 7.75 | do | 7.75 | |
| Newton, Iowa | S. E. Dantzier | Burglary | 417.18 | do | 417.18 | |
| Newton, Miss. | H. C. Vanacoy | Fire | 161.59 | do | 210.31 | |
| New Virginia, Iowa | A. E. S. Bush | Burglary | 111.74 | do | 111.74 | |
| Niantic, Conn. | J. Miros | do | 46.94 | do | 34.90 | |
| Nicholson, Ky. | G. R. Deeler | Fire | 4.16 | do | 3.21 | |
| Ninnekah, Ind. T. | W. J. Thacker | do | 59.20 | do | 59.20 | |
| Noah, Ky. | W. H. McBride | Burglary | 10.80 | do | 6.69 | |
| Noah, Tenn. | R. B. Whiteford | do | 32.10 | do | 32.27 | |
| Noble, Okla. | J. Elder | do | 3.50 | do | 93.32 | |
| Nokeaschik, Wash. | C. A. King | Burglary | 35.96 | do | 3.50 | |
| Northampton, N. Y. | M. E. Pierce | Fire | 44.03 | do | 35.96 | |
| North Annapolis, Ill. | A. W. Adams | Burglary | 328.06 | do | 44.03 | |
| North Baltimore, Ohio. | do | do | 328.06 | do | 328.06 | |

| | | | | | | |
|-------------------------|------------------|------------|--------|------------|-------------------|--|
| North Bend, Nebr. | J. P. Yeot. | Fire | 21.41 | do | 21.41 | Money recovered. |
| North Berwick, Me. | D. A. Hurl. | Burglary | 412.57 | do | 397.82 | |
| North Brookfield, Mass. | A. W. Gilbert | In transit | 40.78 | Disallowed | 10.18 | |
| North Chetford, Mass. | E. H. Shaw | Fire | 16.96 | Allowed | 16.96 | |
| North Kane, Pa. | C. W. Campbell | Burglary | 131.05 | do | 24.75 | Claim included damaged stamps previously credited. |
| North Monmouth, Mo. | H. E. Lindsay | Fire | 93.30 | do | 95.45 | |
| North Natick, Mass. | O. A. Feich | Burglary | 1.60 | do | 3.60 | |
| North Ridgeville, Ohio | G. Robinson | do | 94.57 | do | 162.25 | No loss proved. |
| North Salem, N. H. | T. Dutton | do | 13.00 | Disallowed | 91.48 | |
| North Salem, Ohio | J. L. Jones | do | 94.48 | Allowed | | Loss resulted from negligence. |
| Northville, S. Dak. | G. A. Williams | do | 12.70 | Disallowed | 17.44 | |
| Norton, Mass. | L. J. Adams | do | 17.44 | do | | No satisfactory proof of loss. |
| Norwood, Mass. | W. J. Wallace | do | 16.44 | do | | Failure to remit as instructed. |
| Oakfield, Wis. | C. E. Russell | Fire | 9.39 | Disallowed | 577.05 | |
| Oak Grove, Ohio. | O. S. Sheppard | Burglary | 671.33 | Allowed | 104.81 | |
| Oakland, Md. | F. A. Thayer | do | 104.81 | do | 45.38 | |
| Oakville, Cal. | M. Kemper | Fire | 45.38 | do | 198.19 | |
| Oakville, Ind. | M. A. Fleming | Burglary | 79.00 | do | 0.47 | Loss resulted from negligence. |
| Oakwood, Tex. | F. Arnett | Fire | 6.47 | Disallowed | No proof of loss. | |
| Oblong, Ill. | W. H. McKnight | In transit | 9.46 | Allowed | | |
| Ocean Side, N. Y. | L. Davidson | do | 10.00 | do | 10.00 | |
| Odert, Ohio. | W. H. Whitmer | Burglary | 15.50 | do | 19.71 | |
| Odenville, Tex. | W. T. Crenshaw | Fire | 14.89 | do | 13.74 | |
| Ogden, Ill. | Ed. Fenters | do | 117.08 | do | 117.08 | |
| Oglevee, Ill. | J. H. Willhoite | do | 13.00 | do | 22.81 | |
| Oka, Mont. | C. B. Carr | Burglary | 30.00 | Disallowed | | Loss resulted from negligence. |
| Okolona, Ark. | T. J. Lowdermilk | Fire | 5.00 | Disallowed | | Money recovered. |
| Olive Hill, Tenn. | W. H. Brown | Burglary | 85 | do | | Loss resulted from negligence. |
| Oliver Springs, Tenn. | J. Y. Mitchell | In transit | 2.23 | Disallowed | 7.90 | |
| Olivet, Kans. | M. McKelvey | Burglary | 12.54 | Allowed | 93.00 | |
| Olvest, Mich. | F. W. Brownson | do | 93.00 | do | | Do. |
| Orange Grove, Miss. | J. H. Jackson | Burglary | 46.35 | Disallowed | 25.99 | |
| Osbabatomia, Kans. | W. J. McManigal | In transit | 20.00 | Allowed | 508.16 | |
| Oswatimie, Ohio. | S. H. Polley | Burglary | 508.16 | do | | Do. |
| Ossola, Nebr. | T. J. Bowers | Fire | 8.44 | Disallowed | | Failure to remit as instructed. |
| Ottomer, Mo. | D. G. Ridenhour | Burglary | 85.00 | do | 33.41 | No loss proved. |
| Oxford, Pa. | T. D. Alexander | do | 33.41 | Allowed | 118.64 | |
| Oxford's Ford, N. C. | A. J. Stine | In transit | 5.00 | Disallowed | 600.70 | Failure to remit as instructed. |
| Overstar Bay, N. Y. | J. S. Johnson | Burglary | 607.70 | Allowed | 14.57 | |
| Ozark, Mo. | S. Rinsky | Fire | 14.57 | do | | Loss resulted from negligence. |
| Pago, Oreg. | F. Roeske | do | 10.45 | Disallowed | Do. | |
| Paco, Kans. | H. V. Koch | In transit | 10.45 | do | 6.31 | |
| Painyva, Mo. | J. S. Parker | Burglary | 3.10 | Allowed | 01.43 | |
| Parkdale, Ark. | A. K. Berg | Fire | 6.58 | do | | |
| Parkdale, Minn. | P. S. Sawyers | Burglary | 12.08 | do | | |
| Patriot, Ohio. | O. S. Love | do | | do | | |
| Patterson, Iowa | W. S. Gallagher | Fire | | do | | |
| Paynes, Va. | W. T. McFall | do | | do | | |
| Paynes Store, Tex. | J. H. Cooke | do | | do | | |

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|------------------------|-----------------------|----------------|-----------------|--------------|-----------------|---------------------------------|
| Pedro, Va. | J. T. Pitts | Fire | \$24.43 | Allowed | \$23.68 | |
| Pembine, Wis. | J. L. Dyer | do | | do | 183.22 | |
| Pennington, Tex. | Isa Williams | In transit | 50.00 | do | 50.00 | |
| Petersburg, N. Y. | A. F. Babcock | Burglary | 216.21 | do | 216.21 | |
| Pielpa, N. Y. | F. R. Hoag | do | 350.76 | do | 342.96 | |
| Phoenix, Ariz. | J. M. Copes | Fire | 88.92 | Disallowed | | No loss proved. |
| Phinceton, Ind. | F. H. Foster | Burglary | 180.28 | Allowed | 180.28 | Loss resulted from negligence. |
| Pierpoint, S. Dak. | J. D. Knight | do | 3.20 | Disallowed | | Do. |
| Pikeville, Ky. | W. H. Sowards | Fire | 6.71 | do | | Do. |
| Pilot Grove, Ala. | J. Ashcraft | Burglary | 171.50 | Allowed | 172.76 | |
| Pilot Grove, Tex. | A. D. Clement | Fire | 55.00 | do | 55.00 | |
| Pineville, Mo. | J. H. Moffett | In transit | 190.00 | do | 190.00 | |
| Piney Flats, Tenn. | do | do | 4.57 | Disallowed | | Do |
| Pinoles, Cal. | C. A. Smith | Burglary | 10.00 | do | | Loss not proved. |
| Pittsburg, Mo. | J. G. Garity | Fire | 213.00 | Allowed | 213.00 | |
| Pittsburg, Wis. | J. C. Lyon | In transit | 39.66 | do | 52.37 | |
| Plainfield, Conn. | E. E. Ashley | Fire | 157.80 | do | 157.80 | |
| Plainfield, Ill. | J. Seannitt | Burglary | 4.00 | do | 4.00 | |
| Plainville, Conn. | E. F. Tomlinson | do | 24.62 | do | 24.62 | |
| Plantersville, Ark. | J. M. Carr | do | 14.65 | do | 14.65 | |
| Pleasant Grove, Minn. | C. W. Russell | do | 38.89 | do | 38.89 | |
| Pleasant Mount, Mo. | I. W. Walter | Fire | 17.19 | do | 17.19 | |
| Pleasanton, Iowa | I. W. Covington | In transit | 3.46 | Disallowed | | Money recovered. |
| Pleasantville, Pa. | W. F. House | Burglary | 24.70 | Allowed | 24.70 | Loss resulted from negligence. |
| Pliny, W. Va. | T. E. A. Renner | do | 223.43 | Allowed | 223.45 | |
| Plymouth, N. H. | J. Mason | do | 36.68 | do | 36.68 | |
| Point Arena, Cal. | H. Symonds | Fire | 33.18 | Disallowed | 5.93 | Do. |
| Pomfroy, Kans. | C. E. Belton | Burglary | 7.89 | do | | Do. |
| Pompton, N. J. | J. G. Ludlum (acting) | Fire | 425.00 | Allowed | 9.98 | Do. |
| Pondera, Mont. | F. S. Lamson | Burglary | 61.04 | Disallowed | 80.76 | |
| Portia, Kans. | C. R. Crosby | do | 80.76 | do | 80.76 | |
| Portland, N. Y. | J. T. Tarrance | Fire | 14.92 | do | | Failure to remit as instructed. |
| Post Oak, Tex. | J. R. Thomas | In transit | 24.77 | Disallowed | 24.77 | Loss resulted from negligence. |
| Powellton, W. Va. | W. E. Warren | Burglary | 18.95 | Disallowed | | Do. |
| Poweraville, Ga. | S. D. Hughes | do | 14.76 | do | | Do. |
| Prarie Grove, Tex. | W. T. Fisher | do | 10.66 | do | | Loss resulted from negligence. |
| Prescott, Kans. | T. D. Wood | do | 105.95 | do | 98.33 | Do. |
| Priddy's Va. | M. Moore | Fire | 63.13 | Disallowed | | Loss resulted from negligence. |
| Principio Furnace, Md. | H. C. P. Morse | Burglary | 1.86 | do | | Do. |
| Proberta, Cal. | W. M. Perry | do | 2.00 | Disallowed | | Money recovered. |
| Fuller's Mill, Ill. | W. W. Purchase | In transit | 719.26 | Allowed | 719.26 | |
| Purchase, Mich. | L. G. Bruce | Burglary | 49.28 | do | 46.08 | |
| Put-in-Bay, Ohio. | C. A. Kuhn | Fire | | do | | |
| Quarry, Kans. | | | | | | |

| | | | | | |
|----------------------|------------------|------------|--------|------------|---|
| Do | do | Burglary | 10 60 | Disallowed | Loss resulted from negligence. |
| Do | do | do | 32 68 | do | Do. |
| Quindaro, Kans | R. M. Gray | do | 26 53 | do | Do. |
| Quogue, N. Y. | S. Hallowell | do | 60 01 | do | 53 |
| Raccoon Valley, Tenn | J. Ousley | Fire | 15 77 | Allowed | Failure to remit as instructed. |
| Racineburg, Pa. | O. J. Hong | In transit | 60 00 | Disallowed | Do. |
| Racineburg, Pa. | S. A. Cesena | do | 15 77 | do | 24 61 |
| Racineburg, Pa. | J. H. Ratcliff | Burglary | 24 92 | Allowed | 6 25 |
| Racineburg, Pa. | C. A. Whitworth | do | 6 25 | do | 46 58 |
| Racineburg, Pa. | C. A. Stillinger | Fire | 2 35 | Disallowed | Money recovered. |
| Racineburg, Pa. | D. A. Horne | In transit | 12 45 | Allowed | 12 04 |
| Racineburg, Pa. | J. W. Moore | Fire | 32 75 | do | 32 75 |
| Red Bank, Va. | J. A. Johnston | Burglary | 2 85 | do | 2 85 |
| Red Bank, Va. | W. B. Boggs | do | 31 77 | do | 31 77 |
| Red Bank, Va. | E. C. Harris | Fire | 36 38 | do | 36 38 |
| Red Bank, Va. | J. W. Davis | do | 80 92 | do | 80 92 |
| Red Bank, Va. | E. R. Haylett | Burglary | 22 11 | Disallowed | Loss resulted from negligence. |
| Red Bank, Va. | A. P. Ray | do | 14 52 | do | Do. |
| Red Bank, Va. | S. C. Kennett | Fire | 25 25 | Allowed | 22 22 |
| Red Bank, Va. | J. W. Foust | Burglary | 666 53 | do | 666 06 |
| Red Bank, Va. | E. P. Rhodes | Fire | 41 10 | do | 41 10 |
| Red Bank, Va. | M. A. Clark | Burglary | 4 15 | Disallowed | No proof of loss. |
| Red Bank, Va. | W. T. Price | do | 8 00 | Allowed | Do. |
| Richland, Nebr | do | Fire | 22 98 | do | 8 00 |
| Richland, Nebr | J. J. McCallon | do | 7 76 | do | 22 98 |
| Richland, Nebr | J. J. Carter | Burglary | 1 50 | do | 7 76 |
| Richland, Nebr | J. V. Aldrich | do | 22 53 | Disallowed | 1 50 |
| Richland, Nebr | J. F. Randolph | do | 15 77 | do | 26 81 |
| Richland, Nebr | A. J. Ridgeway | do | 26 81 | Allowed | 26 81 |
| Richland, Nebr | J. H. Hagerty | do | 115 00 | do | 115 00 |
| Richland, Nebr | L. P. Arner | do | 23 00 | Disallowed | Do. |
| Richland, Nebr | T. M. Johnson | do | 77 51 | Allowed | 77 51 |
| Richland, Nebr | J. J. Prndergast | do | 14 60 | Disallowed | Do. |
| Richland, Nebr | J. A. Cherry | do | 50 14 | do | Do. |
| Richland, Nebr | E. Medley | Fire | 20 86 | Allowed | 20 86 |
| Richland, Nebr | J. Reddingfield | do | 15 00 | do | 7 38 |
| Richland, Nebr | J. F. Skees | In transit | 1 91 | Disallowed | Money recovered. |
| Richland, Nebr | T. M. Chenorant | Burglary | 12 00 | Allowed | Loss resulted from negligence. |
| Richland, Nebr | do | do | 66 48 | Disallowed | 11 70 |
| Richland, Nebr | J. L. Carlin | Fire | 91 57 | Allowed | 90 00 |
| Richland, Nebr | H. C. Hofmeister | Burglary | 51 06 | do | 51 06 |
| Richland, Nebr | R. L. McCarty | Fire | 14 65 | do | 19 72 |
| Richland, Nebr | H. F. Menough | In transit | 357 94 | do | 357 94 |
| Richland, Nebr | J. L. B. Kirk | Fire | 36 26 | do | 36 26 |
| Richland, Nebr | G. S. Lynch | do | 44 07 | do | 44 07 |
| Richland, Nebr | Geo. F. Spence | Burglary | 4 85 | do | 4 85 |
| Richland, Nebr | S. A. Harms | do | 44 17 | Disallowed | Loss resulted from larceny, and through negligence. |
| Richland, Nebr | I. Taylor | Larceny | 1 81 | do | Not within the provisions of the statute. |
| Richland, Nebr | W. C. Coppley | Burglary | 102 08 | Allowed | 102 08 |
| Richland, Nebr | S. H. Clarkson | do | 36 05 | do | 36 05 |

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., noted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|-------------------------|---------------------|----------------|-----------------|--------------|-----------------|--|
| Royal, Fla. | D. E. Williams. | Fire. | \$20.84 | Allowed. | \$20.29 | |
| Ruby, Ark. | A. S. Land. | Burglary. | 20.84 | do. | 20.84 | |
| Runkel, S. Dak. | H. D. Runkel. | Fire. | 16.05 | do. | 11.14 | |
| Runnells, Iowa. | P. W. Brown. | do. | 61.55 | do. | 8.09 | Claim includes damaged stamps previously credited. |
| Rushville, Ind. | E. F. Beloit. | Burglary. | 470.38 | do. | 470.38 | |
| Russellville, Mo. | H. L. Enloe. | do. | 1.42 | do. | 1.42 | |
| Russellville, Ind. | A. Ridnour. | In transit. | 100.00 | Disallowed. | | Failure to remit as instructed. |
| Saguaque, Colo. | A. A. Lampe. | Fire. | 28.78 | Allowed. | 28.78 | |
| St. Charles, Ark. | H. E. Smith. | In transit. | 1.00 | Disallowed. | | Loss not proved. |
| St. Clair, Tenn. | A. Bean. | Fire. | 15.00 | Allowed. | 28.28 | Loss resulted from negligence. |
| St. James, Neb. | P. W. Schmitt. | Burglary. | 5.37 | Disallowed. | 2.00 | |
| St. Louisville, Ohio. | P. F. Koonz. | do. | 7.00 | Allowed. | 2.58 | |
| St. Luke, Va. | Geo. W. Dellinger. | Fire. | 25.15 | do. | | |
| Sainte Marie, Ill. | X. Piquet. | do. | 25.15 | Disallowed. | | |
| St. Mathews, S. C. | F. M. Prickett. | Burglary. | 92.40 | Allowed. | 92.40 | Do. |
| St. Patrick, Mo. | G. B. Halbeck. | do. | 4.49 | do. | 4.49 | |
| St. Wendella, Ind. | A. Raben. | do. | | do. | 25.30 | |
| Salubria, Idaho. | E. V. Reynolds. | Fire. | 225.00 | do. | 157.00 | |
| San Ardo, Cal. | F. J. Alexander. | In transit. | 112.99 | do. | 112.99 | |
| San Augustine, Tex. | L. Sharp. | Fire. | 111.00 | do. | 111.00 | |
| Sanborn, Wis. | O. L. Lampton. | In transit. | 40.25 | do. | 40.23 | |
| San Carlos, Ariz. | G. H. Stratton. | Fire. | 1.43 | Disallowed. | | Failure to remit as instructed. |
| Sandcoulee, Mont. | S. Dean. | Burglary. | 1,062.63 | Allowed. | 151.46 | |
| Saugerties, N. Y. | W. V. Burhaus. | do. | 5.45 | do. | 1,012.63 | Loss resulted from negligence. |
| Sausalito, Cal. | H. J. Crumpton. | do. | 12.72 | Disallowed. | | Do. |
| Savannah, Cal. | H. L. Shipper. | do. | 57.32 | Allowed. | 57.32 | |
| Saxton, Ky. | H. L. Manning. | Fire. | 6.96 | do. | 6.96 | |
| Sayreville, N. J. | C. E. Gildersleeve. | Burglary. | 862.95 | Disallowed. | | |
| Sea Cliff, N. Y. | S. C. Ransom. | do. | 415.39 | Allowed. | 415.39 | |
| Sealy, Tex. | A. Jordan. | do. | 16.51 | Disallowed. | | Do. |
| Self Creek, Miss. | G. J. Norris. | do. | 47.80 | Allowed. | 47.80 | |
| Senatobia, Miss. | J. C. Clifton. | do. | 4.04 | do. | 4.65 | |
| Settlement, Ark. | W. Gibson. | Storm. | 12.17 | do. | 8.08 | |
| Seward, Okla. | J. H. Vandermark. | Burglary. | 53.87 | do. | 53.87 | |
| Sevier, Mo. | A. W. Howe. | Fire. | 3.60 | do. | 3.60 | |
| Seymour, Mo. | J. Miller. | do. | 590.62 | do. | 343.62 | |
| Schwenksville, Pa. | J. E. McVoldy. | Burglary. | 250.96 | do. | 289.96 | |
| Scranton City, Iowa. | J. B. Lower. | do. | 375.67 | do. | 40.20 | Claim included damaged stamps previously credited. |
| Sharpsville, Ind. | J. E. Ballenger. | Fire. | 11.71 | do. | 11.71 | |
| Sharpville, Ky. | J. W. Graham. | do. | | do. | 11.31 | |
| Shawnee, Pa. | A. Miller. | do. | 4.50 | do. | 1.60 | |
| Shelford, Mo. | T. Rogers. | do. | 0.99 | do. | 7.65 | |
| Shelby City, Ky. | N. W. Duck. | Burglary. | 37.25 | do. | 37.25 | |
| Sheltons Corners, N. Y. | S. N. Swezey. | Fire. | 15.78 | do. | 15.78 | |

| Location | Case | Amount | Disposition | Result |
|--------------------------|------------------|--------|-------------|--------------------------------|
| Sheldonville, Mass | G. Sheldon | 10.02 | Disallowed | Loss resulted from negligence. |
| Shenandoah, Va | J. W. Coverstone | 11.00 | do | Do. |
| Sherman, S. Dak | A. C. Berg | 12.00 | do | Do. |
| Shidder, Ind | W. Sailer | 10.18 | do | |
| Shipland, Miss | D. Hart | 7.37 | Allowed | 7.37 |
| Shippen Station, Pa | A. L. Ensign | 20.81 | do | 20.81 |
| Shohonier, Ill | E. A. Frye | 4.83 | Disallowed | |
| Shrewsbury, Mo | S. T. Baker | 3.53 | Allowed | 2.90 |
| Silka, Pa | M. Friel | 7.05 | do | 7.05 |
| Smithport, Pa | F. Trimboth | 103.25 | do | 740.30 |
| Smithfield, Ill | E. M. Kerns | 740.39 | do | |
| Smithfield, Tex | C. K. Parvin | 8.25 | Disallowed | |
| Smithfield, Tex | D. E. Le Bow | 102.93 | do | |
| Sn Miller, Mo | H. Chino | 23.59 | Allowed | |
| Solomonsville, Ariz | L. E. Solomon | 327.00 | Disallowed | 23.59 |
| do | do | 13.57 | do | |
| South Danbury, N. H | N. E. Wilkins | 11.37 | Allowed | 14.41 |
| South Grand Blanc, Mich | F. H. Coville | 8.33 | Disallowed | |
| South Hurford, Ind | N. Strayer | 101.49 | Allowed | 99.40 |
| South Newburg, Mo | P. B. Morrell | 17.52 | do | 17.52 |
| South Point, Ohio | H. Nolan | 50.00 | Withdrawn | |
| South Worthington, Mass | B. Southworth | 8.96 | Disallowed | |
| Spaula, Ark | J. E. Withwell | 18.19 | Allowed | |
| Speedwell, Tenn | P. J. Landers | 84.00 | do | |
| Spencer Creek, Mich | B. Ausmus | 33.00 | do | |
| Spencertown, N. Y | R. W. Coy | 3.49 | Disallowed | |
| Spradling, Ky | C. D. Higgins | 9.80 | Allowed | 8.93 |
| Spring Creek, Mo | S. E. Spradling | 30.00 | do | 30.00 |
| Springfield, Kans | S. A. Klein | 20.00 | Disallowed | |
| Springfield, Minn | M. Huiras | 55.00 | Allowed | 85.00 |
| Springfield Center, N. Y | W. G. Tunnick | 3.50 | do | 8.50 |
| Stanford, Mo | M. A. Pipkin | do | Disallowed | |
| Stark, Mo | E. W. Stark | 24.54 | Dismissed | |
| Steinmetz, Mo | B. C. Weiler | 19.10 | Allowed | 19.82 |
| Stella, Neb | J. L. Melvin | 62.84 | Disallowed | |
| Stirling, Neb | V. Zink | do | Allowed | 440.60 |
| Stewart, Miss | S. W. Moore | 0.04 | do | 0.04 |
| Stinesville, Ind | C. C. Dunn | 20.83 | do | 20.83 |
| Stod, Minn | J. O. Farrington | 16.13 | Withdrawn | |
| Stonesfort, Ill | L. C. Penning | 3.72 | Disallowed | |
| Stratford, N. H | F. L. Kenny | 66.24 | Allowed | 44.50 |
| Stricker, Ohio | J. Keller | 311.90 | do | 311.90 |
| Sugar Grove, Ark | A. H. Williams | 4.77 | Disallowed | |
| Sugar Grove, Pa | F. F. Rexford | 185.75 | Allowed | 201.29 |
| Sunmit, Ill | E. L. Fry | 157.41 | do | 157.41 |
| Sunbeam, Cal | R. L. Colwell | 30.59 | do | 35.61 |
| Sun Prairie, Wis | L. V. Lewis | 21.21 | Disallowed | |
| Sunset, Tex | S. L. Newman | 8.00 | do | |
| Surry, Va | J. Cooper | 2.62 | Allowed | 2.62 |
| Sutton, Kans | A. B. Freeman | 15.65 | do | |
| Swan Creek, Mich | H. A. Dean | 15.98 | Disallowed | 17.28 |

Loss resulted from negligence.

Do.

Do.

Do.

Loss not satisfactorily proved.

Do.

Failure to remit as instructed.

Do.

Loss did not result from burglary.

No loss occurred.

Loss resulted from negligence.

Do.

Failure to remit as instructed.

Loss not proved.

Stolen property recovered.

Loss resulted from negligence.

Loss resulted from negligence.

Causes of loss unknown.

Loss resulted from negligence.

No proof of remittance in compliance with instructions.

Loss resulted from negligence.

REPORT OF THE POSTMASTER-GENERAL.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|--------------------|-------------------|----------------|-----------------|--------------|-----------------|---------------------------------|
| Sweet Home, Ark. | D. A. Thomas. | Burglary | \$16.79 | Disallowed. | | Loss resulting from negligence. |
| Sweetwater, Nebr. | J. J. Evans. | Fire | 65.00 | Allowed. | \$65.00 | |
| Swoford, Wash. | T. F. Swoford. | Burglary | 8.35 | do. | 8.35 | |
| Sylva, Ala. | L. T. Williams. | In transit. | 22.00 | do. | 22.00 | Do. |
| Syracuse, Mo. | Jas. W. Neal. | Burglary | 44.87 | Disallowed. | | Failure to remit as instructed. |
| Tablequah, Ind. T. | J. S. Stapler. | In transit. | 61.00 | do. | | |
| Do. | do. | do. | 20.00 | Allowed. | 20.00 | |
| Do. | do. | do. | 65.00 | do. | 65.00 | |
| Talbot, Ind. | A. Hanawalt. | Burglary | 58.00 | do. | 58.00 | |
| Talmage, Kans. | J. Fulton. | Fire | 34.80 | do. | 34.80 | |
| Tanquer, Pa. | H. M. Yearley. | Burglary | 3.80 | do. | | |
| Tarklin, R. I. | E. E. Mowry. | do. | 17.25 | Disallowed. | 3.80 | Loss resulting from negligence. |
| Taylorville, Ga. | J. W. Brimfield. | do. | 7.93 | do. | | Do. |
| Templeton, Wis. | J. Templeton. | do. | 51.18 | do. | | Do. |
| Terrell, Tex. | F. M. Chasor. | Fire | 175.65 | Allowed. | 115.00 | |
| Thayer, Mo. | H. N. Powell. | Burglary | 175.65 | Disallowed. | 175.65 | |
| The Grove, Tex. | W. C. Rayburn. | do. | 6.40 | do. | | |
| Thomasville, Ga. | A. D. Rike. | do. | 26.57 | do. | | |
| Tinwell, Mo. | N. M. Southworth. | do. | 28.00 | do. | | |
| Tit City, Mo. | Do W. C. Hopkins. | do. | 122.59 | do. | | |
| Timbo, Ark. | W. C. Morrison. | do. | 47.79 | do. | | |
| Do. | E. R. Tubbs. | do. | 8.05 | do. | | |
| Timore, Va. | E. T. Green. | Fire | .81 | Allowed. | .81 | |
| Tioga, Pa. | D. C. McAllister. | Burglary | 14.75 | do. | 14.75 | |
| Toano, Va. | W. R. Branch. | Fire | 46.14 | do. | 46.14 | |
| Toledo, Iowa. | S. C. Leland. | Burglary | 136.61 | do. | 136.61 | |
| Toledo, Kans. | L. E. Stanley. | In transit. | 20.00 | Disallowed. | | Failure to remit as instructed. |
| Toomathu, Miss. | S. A. Dearnan. | Cyclone | 4.18 | Allowed. | 25.71 | Loss resulted from negligence. |
| Tophet, W. Va. | W. P. Bawling. | Burglary | 23.00 | Disallowed. | | Failure to remit as instructed. |
| Toronto, Kans. | H. P. Kellogg. | In transit. | 3.41 | do. | | Loss resulted from negligence. |
| Do. | do. | Burglary | 10.00 | do. | | Do. |
| Tracey, Iowa. | W. T. Smith. | do. | 17.24 | do. | | |
| Tremley, N. J. | W. H. Hills. | do. | 17.24 | Allowed. | 17.24 | |
| Tremont, Mo. | J. W. Hoaglin. | Fire | 14.90 | do. | 14.90 | |
| Trimble, Ohio. | J. J. Penrod. | Burglary | 12.94 | Disallowed. | | Do. |
| Troy, Iowa. | H. R. Weyer. | do. | 20.34 | Allowed. | 20.34 | |
| Troy, W. Va. | M. A. Diddle. | Fire | 9.23 | do. | 12.50 | |
| Truxton, Mo. | H. C. Pennington. | Burglary | 28.30 | do. | 28.30 | |
| Tuckahoe, N. Y. | F. E. De Frate. | do. | 385.74 | do. | 385.74 | |
| Tuckerman, Ark. | G. L. Smith. | do. | 64.01 | do. | 64.25 | |
| Tuna Creek, Pa. | A. Shepardson. | Robbery | 1.00 | do. | 1.00 | |
| Tunnel Hill, Ga. | M. T. Wise. | Burglary | 14.02 | do. | 14.02 | |
| Turtle Lake, Wis. | E. Richardson. | Fire | 25.00 | do. | 19.04 | |
| Turtle Rock, Va. | G. D. Wood. | do. | | do. | 2.54 | |
| Tusculum, Tenn. | J. M. Doak. | Burglary | 1.73 | Disallowed. | | Do. |

| | | | | | | |
|------------------------|-----------------|------------|--------|------------|--------|--|
| Union, N. J. | S. L. Headley | do. | 11.95 | do | 8.04 | Do. |
| Union Center, N. Y. | I. D. Irrougham | Fire | 8.04 | Allowed | 8.04 | |
| Union Mills, Va. | H. C. McDonald | do | | | 65.62 | |
| Valley Park, Miss. | E. M. Turner | do | 18.12 | do | 17.05 | |
| Vaughnsville, Ohio | H. Gardner | Burglary | 30.46 | do | 38.46 | |
| Vawter, Pa. | W. Boetwick | Fire | 15.04 | do | 15.04 | |
| Vermilion, Ill. | I. J. Lamb | Burglary | 56.18 | do | 56.18 | |
| Vernon, Ill. | J. W. Martin | do | 189.93 | do | 189.93 | |
| Vesta, Wash. | R. Hines | Fire | 5.92 | do | 3.95 | No loss; money reached depository. |
| Victoria, Kans. | H. Knoche | In transit | 23.00 | Disallowed | | |
| Do. | do | Burglary | 46.41 | Allowed | 46.61 | |
| Victory Mills, N. Y. | J. McIndon | do | 23.59 | do | 23.59 | Loss resulted from negligence. |
| Vidalia, Ga. | W. T. Jenkins | do | 79.39 | Disallowed | | |
| Vine, Cal. | S. C. Dous | Fire | 302.32 | Allowed | 297.33 | Do. |
| Vining, Iowa | R. B. Cresh | Burglary | 5.71 | Disallowed | 7.69 | Do. |
| Virgil City, Mo. | S. T. Carpenter | do | 7.69 | Allowed | | |
| Wadella, Ind. | G. G. Greiner | do | 84.46 | Disallowed | | |
| Wadell, Mo. | I. W. Lane | do | 41.79 | Allowed | 34.27 | |
| Wadley, Ga. | C. W. Moxley | In transit | 84.00 | Dismissed | | Money refunded by a railway postal clerk. |
| Wadwell, Tex. | F. D. Walnright | do | 97.00 | Disallowed | | Failure to remit as instructed. |
| Wainwright, Wash. | D. G. Ingraham | do | 12.39 | Dismissed | | Money recovered. |
| Wales, Ohio | W. B. Chambers | Burglary | 382.81 | Allowed | 382.91 | Loss resulted from negligence. |
| Walker, Mo. | J. R. Angell | do | 144.24 | Disallowed | 144.24 | Do. |
| Walled Lake, Mich. | S. M. Gago | do | 161.92 | Disallowed | | No proof of loss. |
| Waller, Ky. | J. Manker | do | 5.11 | do | | |
| Walnut, Miss. | E. W. Coasitt | do | 22.49 | Allowed | 16.16 | |
| Walnut Shade, Tenn. | M. F. Vest | do | 4.33 | do | 1.14 | |
| Waltonville, Ill. | I. W. Robinson | Burglary | 24.86 | Disallowed | | Loss resulted from negligence. |
| Wamego, Kans. | J. E. Anderson | In transit | 54.00 | do | | Failure to remit as instructed. |
| Warner, N. Y. | T. H. Marvin | do | 5.00 | Dismissed | | Money recovered. |
| Warrenton, Miss. | J. L. Adler | Fire | | Allowed | 29.86 | Failure to remit as instructed. |
| Warrior, Ala. | R. D. Jones | In transit | 229.00 | Disallowed | | Claim included damaged stamps previously credited. |
| Warsaw, Pa. | J. M. Raught | Fire | 18.14 | Allowed | 1.21 | |
| Washington, Mo. | G. D. Black | do | 6.00 | do | 3.12 | |
| Washington, Ark. | R. Wallace | Burglary | 216.31 | do | 189.31 | |
| Washington, Iowa. | W. Wilson, Jr. | do | 545.03 | do | 545.03 | |
| Washington, Wash. | D. H. Gary | do | 6.76 | Disallowed | | Loss resulted from negligence. |
| Waterford, Pa. | J. L. Benson | do | 147.06 | Allowed | 147.06 | |
| Waterloo, Kans. | K. K. Frank | do | 27.77 | Withdrawn | | Do. |
| Waterloo, Okla. | M. D. McNett | do | 31.29 | Disallowed | | |
| Waterloo, Oreg. | G. Gross | do | 11.09 | Allowed | 11.09 | Do. |
| Waterloo, Wis. | H. M. Knowlton | do | 4.24 | Disallowed | | Money recovered. |
| Watson, Ill. | C. E. Reynolds | In transit | 1.63 | Dismissed | | |
| Weatherby, Mo. | J. McClure | Burglary | 56.70 | Allowed | 30.70 | Loss resulted from negligence. |
| Weaver, Ind. | J. H. Weaver | do | 36.94 | Disallowed | | Money recovered. |
| Webster Groves, Mo. | S. H. Haley | In transit | 20.00 | Dismissed | | No proof of loss. |
| Webster Station, N. Y. | P. A. Webster | Fire | 1.00 | Disallowed | | Loss resulted from negligence. |
| Wichawken, N. J. | T. Puttenbaum | Burglary | 3.15 | do | | No proof of loss. |
| Wilmington, Kans. | J. Stotter | Larceny | 228.28 | do | | |
| Windsor, N. Y. | J. Thornton | Fire | 104.87 | Allowed | 103.87 | |
| West Austintown, Ohio | W. Ohl | do | 1.90 | do | 1.90 | |

REPORT OF THE POSTMASTER-GENERAL.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

| Post-office. | Postmaster. | Cause of loss. | Amount claimed. | Disposition. | Amount allowed. | Remarks. |
|--------------------------|---------------------|----------------|-----------------|--------------|-----------------|---|
| West Campton, N. H. | D. Moulton | In transit | \$19.00 | Disallowed | | Failure to remit as instructed. |
| West Canaan, Ohio | E. M. Lewis | Fire | 18.58 | Allowed | \$12.68 | |
| West End, Ala. | C. S. Crossgrove | Burglary | 4.90 | Disallowed | | Loss resulted from negligence. |
| West End, N. C. | N. B. Jones | Fire | 92.65 | Allowed | 92.65 | |
| Westernia, Tenn. | D. J. Johns | do | 16.85 | do | 16.85 | |
| West Gray, Me. | R. A. Allen | do | 4.03 | do | 1.98 | |
| West Newton, Pa. | A. T. Darr | do | 203.98 | do | 141.10 | |
| West Overton, Pa. | A. S. R. Overholt | Burglary | 107.57 | do | 107.57 | |
| West Pike, Pa. | M. M. Miller | Fire | 7.70 | Disallowed | | Do. |
| West Pittsfield, Mass. | M. D. Francis | Burglary | 20.00 | Allowed | 20.00 | |
| West Plains, Kans. | M. S. Parsons | In transit | 89.68 | do | 46.09 | |
| Westport, Minn. | T. W. Brown | Fire | 11.34 | Disallowed | | Do. |
| West Salamanca, N. Y. | N. A. Waite | Burglary | 52.73 | Allowed | 52.73 | |
| Westville, Ohio | J. T. Bull | do | 10.70 | do | 10.70 | |
| West Chester, Iowa | D. C. Mott | Fire | 11.80 | do | 11.80 | |
| Wheelerville, Miss. | J. M. Lyle | do | 6.50 | do | 4.32 | |
| White Cottage, Ohio | A. W. Dugan | Burglary | 5.00 | do | 5.00 | |
| White Fish Bay, Wis. | C. F. White | Fire | 27.70 | do | 24.68 | |
| White Hall, Md. | S. W. Black | Burglary | 6.10 | Disallowed | | Do. |
| White Plains, Ga. | M. E. Moore | do | 6.09 | Allowed | 18.99 | |
| White Plains, Ky. | G. C. Clark | do | 22.13 | do | 22.13 | |
| White Plains, N. Y. | W. F. Maynard | Burglary | 1,813.92 | do | 1,815.92 | |
| Whitesboro, N. Y. | H. A. Burr | do | 15.41 | Disallowed | | Do. |
| Do. | do | do | 371.21 | Allowed | 192.21 | Part of the stolen property recovered. |
| Whiteside, Mo. | G. B. Smiley | do | 132.91 | do | 132.91 | |
| Willard, Me. | J. Simonton | do | 18.60 | do | 18.93 | |
| Williams Bridge, N. Y. | M. W. White | do | 8.53 | do | 8.53 | |
| Williamstown, Mass. | J. A. Eldridge, Jr. | do | 211.76 | do | 211.76 | |
| Williamstown, N. Y. | A. W. Arvon | do | 24.43 | Disallowed | | Loss resulted from negligence. |
| Willow Island, W. Va. | J. L. Ogden | do | 3.90 | do | | Do. |
| Willow Lake, S. Dak. | C. O. Hatch | do | 10.86 | do | | Do. |
| Willshire, Ohio | T. M. Thrope | do | 5.53 | do | | |
| Wilmington, Kans. | E. H. Sims | Fire | 31.09 | Allowed | 24.90 | |
| Winnepeg Junction, Minn. | P. A. Berg | do | 12.62 | do | 12.52 | |
| Winona, Ind. | A. Cleave | In transit | 4.51 | Disallowed | | Failure to remit as instructed. |
| Winthrop, Wash. | G. Waring | Fire | 7.95 | Allowed | 7.95 | |
| Woodbine, Iowa | W. F. Schuler | Burglary | 597.68 | do | 597.68 | |
| Woodburn, Md. | W. H. H. Grovo | Fire | 25.33 | Disallowed | | Claim not made within the time required by statute. |
| Woodburn, Ill. | R. Welch | do | 64.70 | Allowed | 52.29 | |
| Woodford, S. C. | M. C. Williams | do | 18.00 | do | 18.00 | |
| Woodford, Me. | W. H. Motley | Burglary | 736.60 | Disallowed | | Loss resulted from negligence. |
| Woodland Park, Colo. | J. Baldwin | do | 33.22 | Allowed | 35.22 | |
| Woodlawn, Minn. | N. Van Housen | Fire | 3.64 | do | 3.64 | |
| Wooda, Tex. | W. F. Walker | Burglary | | Disallowed | | Do. |

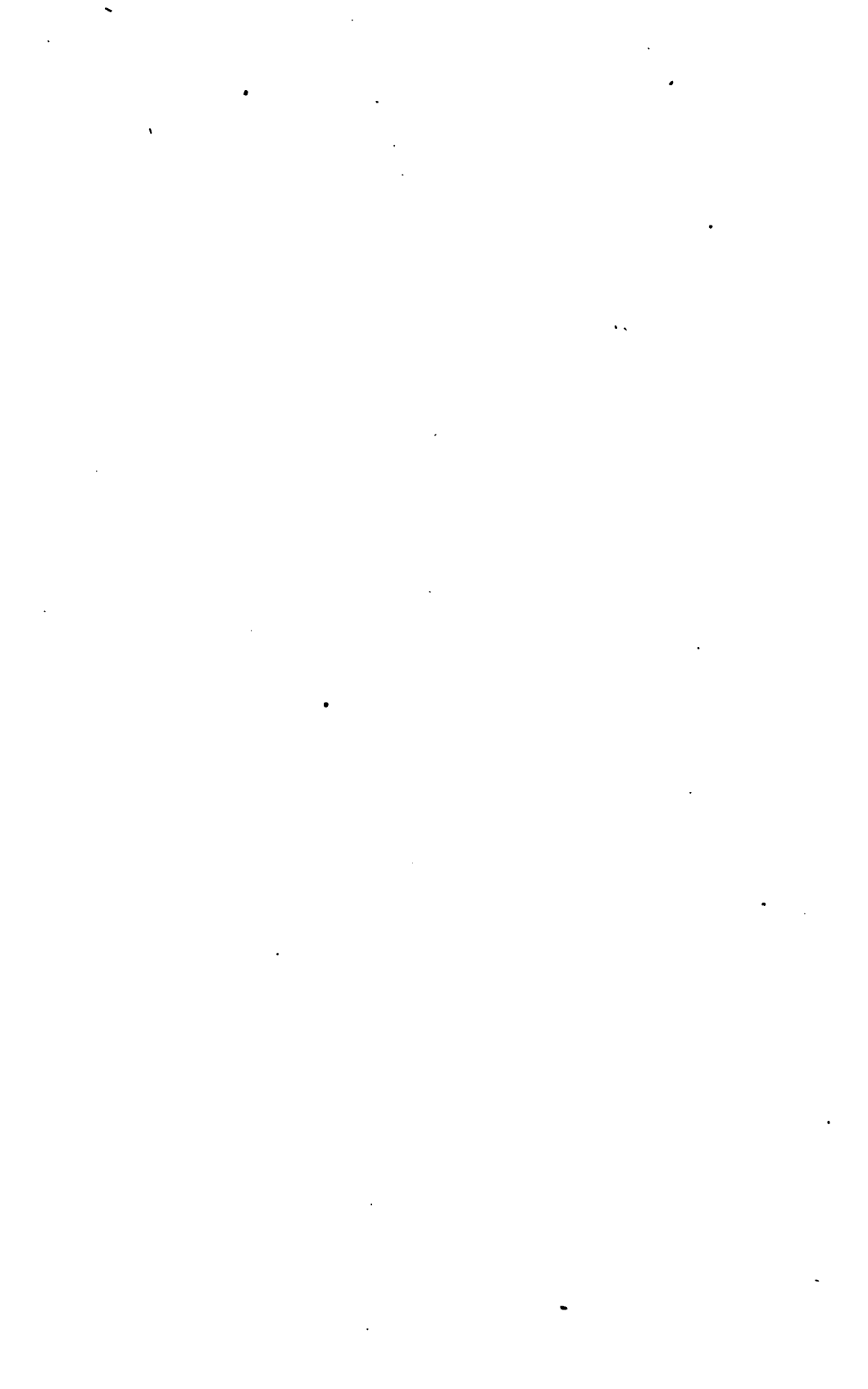
| | | | | | | |
|-----------------------|----------------------|-----------------|--------|-----------------|--------|---|
| Woodsdale, Ill..... | A. W. Widup..... | Fire..... | 2.60 | Allowed..... | 2.60 | |
| Woodsdale, Md..... | B. F. Leighton..... | Burglary..... | 25.00 | do..... | 25.00 | Do |
| Do..... | do..... | do..... | 2.50 | Disallowed..... | | Loss not proved. |
| Woodson, Ark..... | W. H. Brown..... | do..... | 182.00 | do..... | | |
| Wrendale, N. C..... | R. H. Speight..... | do..... | 16.80 | Allowed..... | 16.80 | |
| Wright, Miss..... | A. P. Wright..... | do..... | 8.45 | do..... | 8.45 | |
| Wybank, Ind. T..... | W. Lamb..... | do..... | 15.61 | do..... | 15.61 | |
| Wyoming, Del..... | G. M. Crossmore..... | do..... | 144.83 | do..... | 144.83 | Part of the stolen property was recovered. |
| Wytopitock, Me..... | H. F. End..... | do..... | 30.48 | Disallowed..... | 59.69 | Loss resulted from negligence. |
| Yale, Iowa..... | M. J. Miller..... | Accident..... | 11.16 | Disallowed..... | | The stamps in question were returned to Department and credit allowed for them. |
| Yancey, Ky..... | W. H. Yancey..... | Fire..... | 12.70 | Allowed..... | 12.40 | |
| Yardville, N. J..... | S. H. Robinson..... | Burglary..... | 60.24 | do..... | 60.24 | |
| Yaverton, Ohio..... | Geo. R. Miller..... | do..... | 36.21 | do..... | 36.21 | |
| Yoningsville, Pa..... | M. D. Mend..... | do..... | 47.91 | do..... | 36.91 | |
| Zilpha, Miss..... | W. R. Briscoe..... | do..... | 9.00 | do..... | 9.00 | |
| Do..... | do..... | do..... | 4.66 | do..... | 4.66 | |
| Zincite, Tenn..... | J. P. Greer..... | Fire..... | 11.48 | do..... | 10.68 | |
| Zion, Okla..... | J. G. Cump..... | In transit..... | 6.02 | Disallowed..... | | No loss; money reached depository. |

RECAPITULATION.

| | |
|---|-------------|
| Claims allowed in whole or in part..... | 792 |
| Claims disallowed, dismissed, or withdrawn..... | 376 |
| Total number acted upon..... | 1,168 |
| Amount allowed for postage stamps and stamped paper..... | \$47,022.60 |
| Amount allowed for postal funds..... | 19,138.05 |
| Amount allowed for money-order funds..... | 9,724.99 |
| Total amount allowed..... | 68,886.24 |
| Of the entire amount allowed \$15,539.05 is for stamps, stamped paper, and moneys actually destroyed by fire, flood, or other casualties, and the remainder, \$53,346.99, on account of losses by burglary in transit, etc. | |
| Claims received during year ended June 30, 1882..... | 1,085 |
| Claims received during year ended June 30, 1894..... | 1,888 |
| Increase..... | 823 |
| Percentage of increase over previous year 0.30 +. | |



REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1894.



REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE TOPOGRAPHER,
Washington, D. C., October 13, 1894.

SIR: I have the honor to submit the report of the operations of this office during the fiscal year ended June 30, 1894.

The work of photolithographing and printing the post-route maps, done hitherto by Julius Bien & Co., of New York, is now in the hands of A. Hoen & Co., of Baltimore, to whom the last annual contract was awarded.

The change of contractors, which is an annual possibility, always seriously affects the work of this office. In addition to the risk in transporting, from one city to another, the large and costly record stones (41 in number)—the property of this Department—such change involves considerable delay in the first issue of the maps and unsatisfactory work during nearly the first half of the yearly contract term. That there be some provision against at least the frequent recurrence of these disadvantages is a desideratum. If it is impracticable to carry out my former recommendation that this printing be done by any of the Government's established plants in this city, I suggest that Congress be asked to sanction that this photolithographing and printing of post-route maps be including among the articles specified in act of March 24, 1874, as exempt from the time limitation of contracts for supplies for Executive Departments. (The articles thus exempt are mail bags, mail locks and keys, postal cards, postage stamps, newspaper wrappers, and stamped envelopes.) To include the map printing as suggested would, I have no doubt, result in an increased competition for it, and consequently in lower-priced and better work.

The former practice of filling vacancies in the technical positions of this office by promotion from the lower-grade places, designated "clerks," affected the efficiency of the force. The action of the last Congress—appropriating for these places as "copyists of maps" instead of as "clerks"—will enable me hereafter to obtain persons adapted to our special work.

In the production of new maps, satisfactory progress has been made. It has been my endeavor to replace expeditiously the old and worn-out maps, and to discontinue, as far as practicable, the representation of more than one State on a map. Accordingly, I have issued new individual maps of Minnesota, Louisiana, Florida, New Jersey, Illinois,

Iowa, Missouri, Alabama, and Mississippi, and have put in hand the construction of maps of Virginia, West Virginia, Maryland, Delaware, North Carolina, South Carolina, Pennsylvania, Ohio, and Indiana.

The maps for the use of post-office inspectors have been furnished in more convenient form than during previous years, bulky maps being superseded by thin paper maps folded to small size for the pocket.

Ten thousand two hundred and thirty-nine post-route maps were distributed as follows during the year:

| | |
|---|--------|
| Post-Office Department | 988 |
| Railway Mail Service..... | 4,504 |
| Railway Mail Service (special diagrams)..... | 2,500 |
| Post-office inspectors (pocket maps)..... | 260 |
| Postmasters | 575 |
| Miscellaneous (including Senators, Members of the House of Representatives, committees of Congress, Departments of Government, etc.)..... | 659 |
| Purchasers | 753 |
| Total | 10,239 |

Of these were backed on cotton and mounted on rollers, or bound in folio, 2,636.

The sales of post-route maps during the fiscal year amounted to \$1,343.56.

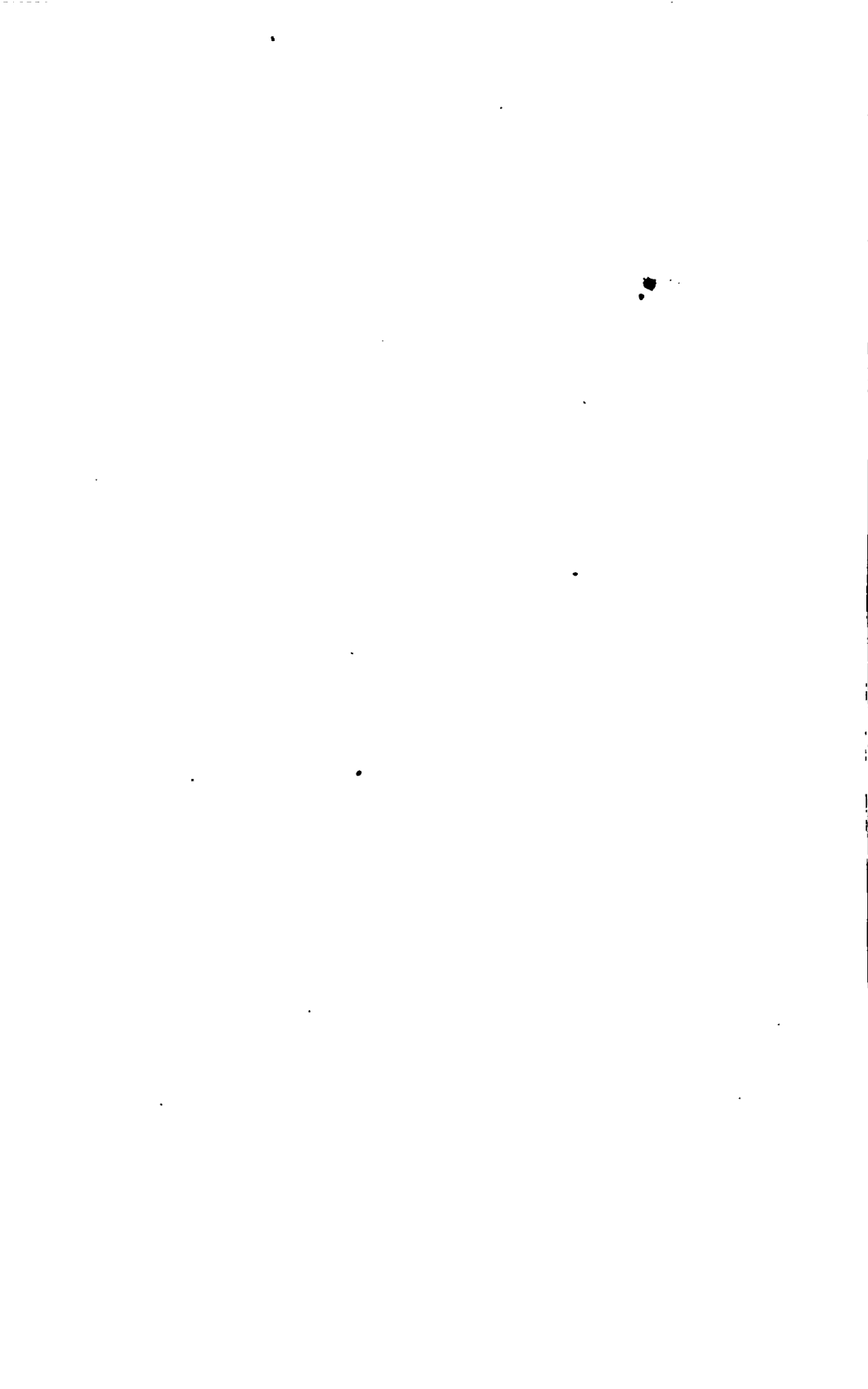
During the year all applications for distance certificates for use in settlement of mileage claims of officers of the public service have been promptly attended to, 1,611 distance queries having been answered. Nearly all these came from the Auditor for War Department and referred to travel during the civil war from points in the Southern States. In the absence of postal records of that section for the period named the distances required have to be specially estimated from maps. This work is done by one of the draftsmen of this office and largely trenches on his time.

Very respectfully,

A. VON HAAKE,
Topographer Post-Office Department.

Hon. WILSON S. BISSELL,
Postmaster-General.

REPORT
OF THE
FIRST ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDING JUNE 30, 1894.



REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 15, 1894.

SIR: I have the honor to submit my report for the fiscal year ended June 30, 1894, with such recommendations as seem proper to meet the growing demands of the postal service.

The organization of the office consists of six divisions, designated as follows: Division of Salaries and Allowances, Division of Free Delivery, Division of Post-Office Supplies, Money-Order System, Dead-Letter Office, and Division of Correspondence. These will be considered in their order, and the operations of each presented in detail for your information, accompanied by such suggestions as seem to be in the interest of economy and for the welfare of the service.

DIVISION OF SALARIES AND ALLOWANCES.

DUTIES.

The following are the major portion of the duties assigned to the Division of Salaries and Allowances, to wit: The annual adjustment of the salaries of postmasters at first, second, and third class (Presidential) post-offices; the consideration of applications for clerk hire, rent, fuel, light, furniture, miscellaneous and incidental items; advertising for first and second class offices; adjustment and regulation of the salaries and duties of employés attached to first and second class offices and stations connected therewith; establishment of branch post-offices (stations and substations) in connection with the larger offices; the consideration of matters bearing upon the change of location of Presidential offices; supervision and establishment of box-rent rates and deposits for keys for lock boxes; applications for leaves of absence for clerks and employés at first and second class offices for a period of not exceeding fifteen days in any one fiscal year; correspondence with the Civil Service Commission touching upon all matters pertaining to clerks and employés, except letter carriers, attached to the classified post-offices (offices where free delivery has been established); correspondence regarding and applications for canceling machines and motive power for operating same; the adjustment of salaries and specification of duties of money-order clerks at first and second class post-offices; the examination of rosters of clerks and employés connected with 151 first class and 674 second class offices, and stations attached thereto.

The following tabulated statement shows the operations of the Division of Salaries and Allowances for the fiscal year ended June 30, 1894:

Operations of the Division of Salaries and Allowances for the fiscal year ended June 30, 1894.

| Items. | Fiscal year 1893-94. | |
|---|----------------------|-------------|
| | Number. | Amount |
| Allowances for clerk hire made, first and second class offices..... | 1,919 | \$8,391,411 |
| Allowances for separating clerk hire made..... | 509 | 107,734 |
| Allowances for separating clerk hire continued from last year..... | 2,617 | 471,186 |
| Total annual allowances for clerk hire..... | | 8,970,331 |
| Allowances for clerk hire reduced and discontinued..... | 60 | 35,531 |
| Allowances for separating clerk hire reduced and discontinued..... | 40 | 9,467 |
| Total annual allowances for clerk hire at first, second, third, and fourth class offices June 30, 1894..... | | 8,925,333 |
| Allowances for temporary clerk hire..... | 137 | 17,724 |
| Allowances for clerk hire declined..... | 237 | |
| Allowances for separating clerk hire declined..... | 837 | |
| Allowances for rent, fuel, and light made, first and second class offices..... | 175 | 96,925 |
| Allowances for rent, fuel, and light continued from last year..... | | 742,858 |
| Total annual allowances for rent, fuel, and light..... | | 839,783 |
| Allowances for rent, fuel, and light reduced and discontinued..... | 51 | 40,920 |
| Total annual allowances for rent, fuel, and light at first and second class offices June 30, 1894..... | | 798,863 |
| Allowances for rent, fuel, and light made, third-class offices..... | 2,725 | 600,480 |
| Allowances for rent, fuel, and light declined..... | 46 | |
| Allowances for rent, fuel, and light reduced and discontinued..... | 253 | 28,542 |
| Allowances for miscellaneous items and furniture made..... | 5,328 | 111,516 |
| Allowances for miscellaneous items and furniture declined..... | 443 | |
| Allowances for canceling machines made..... | 293 | 45,347 |
| Allowances for canceling machines declined..... | 26 | |
| Allowances for advertising made..... | 152 | 19,311 |
| Allowances for advertising declined..... | 14 | |
| Number of jute sacks authorized..... | 4,720 | |
| Changes of site of third-class post-offices authorized..... | 450 | |
| Applications for change of site declined..... | 82 | |
| Fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions, and assigned to the third (Presidential) class..... | 124 | |
| Amount required to pay the salaries of postmasters at the above Presidential post-offices..... | | 131,800 |
| Postmasters' salaries reduced and discontinued..... | 62 | |
| Amount saved by salaries reduced and discontinued..... | | 71,900 |
| Total salaries of postmasters adjusted during the year: | | |
| First-class post-offices (salary of postmaster \$3,000 to \$6,000 per annum)... | 149 | 523,600 |
| Second-class post-offices (salary of postmaster \$2,000 to \$2,900 per annum)... | 666 | 1,505,200 |
| Third-class post-offices (salary of postmaster \$1,000 to \$1,900 per annum)... | 2,587 | 3,631,100 |
| Total Presidential post-offices July 1, 1894..... | 3,402 | 5,719,900 |
| Lease cases prepared during the year..... | 282 | |
| Post-offices and stations in leased buildings and amount involved for rent..... | 652 | 633,542 |
| Cases referred to Fourth Assistant Postmaster-General for investigation by inspector..... | 916 | |
| Rosters of clerks at first and second class offices approved..... | 822 | |

ADJUSTMENT OF SALARIES OF POSTMASTERS AT PRESIDENTIAL OFFICES.

The salaries of postmasters at first, second, and third class offices (Presidential offices), are required by the act of Congress, approved March 3, 1883, to be annually adjusted. In compliance with the above, the eleventh annual adjustment was made on the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1894, to take effect July 1, 1894.

It has heretofore been the custom to accept the figures submitted by postmasters in their four quarterly reports as rendered to this Department in computing their salaries for the ensuing fiscal year. In my opinion this was an improper method, and I therefore issued instructions to have the reports above referred to carefully compared with figures which had been revised by the Sixth Auditor before fixing the

salaries of these postmasters. This plan not only obviated considerable correspondence, but under it 3,471 errors were detected, distributed among 1,994 post-offices. These errors were of sufficient magnitude to affect the salaries of 43 postmasters, 26 of which were reduced \$100 and 2 \$200 per annum, total, \$3,000. The salaries of 15 were advanced \$100 per annum each, total, \$1,500, resulting in a net gain of \$1,500.

The following tabulated statements show the result of the revision:

| | | |
|---|-------|--------------|
| First-class post-offices: | | |
| Number June 30, 1894 | 151 | |
| Relegated to second class July 1, 1894 | 6 | |
| Second class advanced to first class July 1, 1894 | 4 | |
| Number July 1, 1894 | 149 | |
| Second-class post-offices: | | |
| Number June 30, 1894 | 674 | |
| Relegated to third class July 1, 1894 | 33 | |
| Advanced to first class July 1, 1894 | 4 | |
| Discontinued July 1, 1894 | 3 | |
| First class relegated to second class July 1, 1894 | 6 | |
| Third class advanced to second class July 1, 1894 | 26 | |
| Number July 1, 1894 | 666 | |
| Third-class post-offices: | | |
| Number June 30, 1894 | 2,615 | |
| Relegated to fourth class July 1, 1894 | 49 | |
| Advanced to second class July 1, 1894 | 26 | |
| Discontinued July 1, 1894 | 9 | |
| Second class relegated to third class July 1, 1894 | 33 | |
| Fourth class advanced to third class July 1, 1894 | 23 | |
| Number July 1, 1894 | 2,587 | |
| First class July 1, 1894 | 149 | |
| Second class July 1, 1894 | 666 | |
| Third class July 1, 1894 | 2,587 | |
| Total number Presidential offices July 1, 1894 | | 3,402 |

The adjustments of salaries of postmasters at Presidential offices, made in accordance with the requirements of the act of March 3, 1883, from October 1, 1883, to July 1, 1894, are shown in the following tabulated statement:

| Date. | Number of Presidential post-offices. | Aggregate salaries of Presidential postmasters. | Average salaries of Presidential postmasters. | Aggregate receipts which accrued at Presidential offices. | Per cent of aggregate receipts absorbed for postmasters' salaries. | Per cent of entire revenue of Department which accrued at Presidential offices. |
|--------------|--------------------------------------|---|---|---|--|---|
| Oct. 1, 1883 | 2,195 | \$3,707,500 | \$1,689 | \$33,535,253.95 | 11.06 | 74.28 |
| July 1, 1884 | 2,323 | 3,828,700 | 1,648 | 33,031,007.33 | 11.59 | 74.80 |
| July 1, 1885 | 2,233 | 3,630,600 | 1,625 | 31,792,220.55 | 11.42 | 75.36 |
| July 1, 1886 | 2,244 | 3,685,500 | 1,642 | 32,491,551.58 | 11.34 | 74.07 |
| July 1, 1887 | 2,336 | 3,880,300 | 1,661 | 35,176,161.67 | 11.03 | 74.84 |
| July 1, 1888 | 2,502 | 4,202,800 | 1,680 | 38,496,987.86 | 10.02 | 74.09 |
| July 1, 1889 | 2,652 | 4,429,100 | 1,670 | 41,754,078.41 | 10.61 | 75.42 |
| July 1, 1890 | 2,732 | 4,613,500 | 1,689 | 45,429,361.74 | 10.16 | 76.32 |
| July 1, 1891 | 2,986 | 5,050,000 | 1,691 | 50,310,062.60 | 70.04 | 77.50 |
| July 1, 1892 | 3,177 | 5,395,900 | 1,698 | 54,158,973.08 | 9.96 | 77.77 |
| July 1, 1893 | 3,340 | 5,667,700 | 1,697 | 59,167,200.90 | 9.58 | 79.16 |
| July 1, 1894 | 3,402 | 5,719,900 | 1,681 | 58,685,024.55 | 9.75 | 78.16 |

A summary of the adjustments of salaries of postmasters at Presidential offices July 1, 1893, and July 1, 1894, showing in detail the net increase of salaries of said postmasters.

| Date. | Number of offices. | Salaries of postmasters. | |
|--|--------------------|--------------------------|---------------|
| | | Aggregate. | Net increase. |
| July 1, 1893 | 3,340 | \$5,667,700 | ..... |
| July 1, 1894 | 3,402 | 5,719,900 | ..... |
| | 62 | 52,200 | \$52,200 |
| This increase is shown in detail as follows: | | | |
| Total number of first, second, and third class post-offices whereat increases were made July 1, 1894 | 694 | 80,200 | ..... |
| New Presidential offices during fiscal year: | | | |
| October 1, 1893 | 41 | 44,100 | ..... |
| January 1, 1894 | 43 | 44,400 | ..... |
| April 1, 1894 | 17 | 18,200 | ..... |
| July 1, 1894 | 23 | 25,100 | ..... |
| Total | 124 | 131,800 | ..... |
| Grand total of increase | | 217,000 | ..... |
| REDUCTIONS. | | | |
| Relegated to fourth class July 1, 1894 | 49 | 50,200 | ..... |
| By reductions at 701 offices | | 87,900 | ..... |
| By Presidential offices discontinued: | | | |
| Flatbush, N. Y., February 28, 1894 | | 1,800 | ..... |
| Suspension Bridge, N. Y., June 15, 1894 | | 1,800 | ..... |
| La Plume, Pa., June 15, 1894 | | 1,300 | ..... |
| Auburn Park, Ill., June 30, 1894 | | 1,400 | ..... |
| Englewood, Ill., June 30, 1894 | | 2,800 | ..... |
| Grand Crossing, Ill., June 30, 1894 | | 1,900 | ..... |
| Kensington, Ill., June 30, 1894 | | 1,400 | ..... |
| Pullman, Ill., June 30, 1894 | | 2,300 | ..... |
| Ravenswood, Ill., June 30, 1894 | | 2,300 | ..... |
| Roseland, Ill., June 30, 1894 | | 1,600 | ..... |
| Central Park, Ill., June 30, 1894 | | 1,100 | ..... |
| Rogers Park, Ill., June 30, 1894 | | 1,000 | ..... |
| Brookline Park, Ill., June 30, 1894 | | 1,000 | ..... |
| Total | | 159,800 | ..... |
| By balance net increase of salaries July 1, 1894 | | 52,200 | 52,200 |
| Total | | 212,000 | ..... |

Statement showing the number of Presidential post-offices by classes, the aggregate of salaries, and the total gross receipts, in effect July 1, 1894.

| Class. | Number of offices. | Salaries of postmasters. | Total gross receipts four quarters ended March 31, 1894. |
|--------------|--------------------|--------------------------|--|
| First | 149 | \$523,600 | \$39,091,922.48 |
| Second | 626 | 1,565,200 | 10,143,603.00 |
| Third | 2,587 | 3,631,100 | 9,449,499.07 |
| Total | 3,402 | 5,719,900 | 58,685,024.55 |

Presidential post-offices in each State and Territory, arranged by classes, with total salaries and gross receipts.

| States and Territories. | First class. | | | Second class. | | | Third class. | | | Totals. | | |
|-------------------------|--------------|-----------|--------------------|---------------|-----------|--------------------|--------------|-----------|--------------------|--------------|-----------|--------------------|
| | Num- ber. | Salaries. | Gross receipts. | Num- ber. | Salaries. | Gross receipts. | Num- ber. | Salaries. | Gross receipts. | Num- ber. | Salaries. | Gross receipts. |
| Alabama | 3 | \$9,200 | \$154,700.40 | 3 | \$7,000 | \$40,052 | 31 | \$40,500 | \$98,431.03 | 37 | \$56,700 | \$293,183.43 |
| Alaska | | | | | | | | | | | | |
| Arizona | | | | 2 | 4,400 | 21,530 | 7 | 8,600 | 20,392.77 | 9 | 13,000 | 41,923.77 |
| Arkansas | 1 | 3,100 | 53,818.12 | 4 | 10,000 | 71,116 | 27 | 38,400 | 90,902.81 | 32 | 48,500 | 215,538.93 |
| California | 5 | 19,000 | 1,131,097.17 | 21 | 48,800 | 290,771 | 75 | 108,100 | 290,662.55 | 101 | 173,400 | 1,702,530.72 |
| Colorado | 2 | 6,700 | 321,965.45 | 8 | 18,600 | 119,465 | 35 | 49,100 | 125,819.43 | 45 | 74,400 | 867,219.89 |
| Connecticut | 5 | 16,600 | 583,554.04 | 20 | 47,800 | 335,360 | 51 | 71,000 | 178,763.93 | 70 | 135,400 | 1,097,017.97 |
| Delaware | 1 | 3,200 | 74,621.07 | | | | 10 | 13,700 | 34,075.40 | 11 | 16,000 | 108,097.07 |
| District of Columbia | 1 | 5,000 | 494,335.83 | | | | | | | 1 | 5,000 | 494,335.83 |
| Florida | 1 | 3,200 | 68,028.18 | 6 | 13,900 | 76,582 | 16 | 23,800 | 69,536.89 | 23 | 40,900 | 214,146.07 |
| Georgia | 4 | 13,100 | 394,338.46 | 6 | 13,900 | 81,537 | 41 | 43,600 | 114,625.00 | 41 | 70,600 | 590,040.48 |
| I Idaho | 1 | | | 2 | 2,300 | 11,319 | 9 | 11,800 | 29,242.75 | 10 | 14,100 | 40,561.75 |
| Illinois | 9 | 31,000 | 5,124,695.52 | 40 | 94,400 | 608,985 | 185 | 263,500 | 693,960.03 | 234 | 388,900 | 6,427,840.55 |
| Indiana | 6 | 19,400 | 623,191.02 | 29 | 67,700 | 421,886 | 89 | 128,300 | 357,100.69 | 124 | 215,400 | 1,402,177.71 |
| Indian Territory | | | | | | | 5 | 7,400 | 20,970.32 | 5 | 7,400 | 20,970.32 |
| Iowa | 7 | 22,400 | 543,488.12 | 24 | 56,200 | 361,360 | 158 | 218,200 | 569,530.73 | 189 | 296,800 | 1,474,378.85 |
| Kansas | 3 | 9,400 | 186,427.60 | 18 | 41,700 | 262,217 | 103 | 141,900 | 362,398.05 | 124 | 183,000 | 811,042.65 |
| Kentucky | 2 | 6,800 | 423,045.88 | 11 | 25,900 | 176,639 | 41 | 57,500 | 150,298.84 | 54 | 90,200 | 748,993.72 |
| Louisiana | 1 | 3,800 | 387,817.21 | 4 | 8,800 | 45,863 | 21 | 21,400 | 52,329.38 | 21 | 34,000 | 466,009.59 |
| Maine | 3 | 9,800 | 264,257.50 | 10 | 22,800 | 129,866 | 46 | 63,500 | 160,141.61 | 59 | 96,100 | 554,294.11 |
| Maryland | 1 | 0,000 | 794,698.48 | 4 | 9,900 | 68,519 | 24 | 34,100 | 87,633.44 | 29 | 50,000 | 960,840.93 |
| Massachusetts | 12 | 41,400 | 3,538,091.20 | 46 | 108,700 | 705,203 | 107 | 158,200 | 440,604.02 | 165 | 308,300 | 4,703,968.23 |
| Michigan | 6 | 20,700 | 863,631.60 | 35 | 80,000 | 484,455 | 122 | 164,600 | 417,083.98 | 163 | 265,300 | 1,765,180.58 |
| Minnesota | 3 | 11,100 | 911,948.80 | 12 | 27,200 | 157,327 | 71 | 97,900 | 247,108.80 | 80 | 136,200 | 1,316,384.60 |
| Mississippi | | | | 5 | 12,000 | 78,677 | 29 | 39,300 | 83,442.70 | 34 | 51,300 | 172,119.70 |
| Missouri | 3 | 13,400 | 2,013,326.40 | 16 | 36,900 | 238,462 | 105 | 144,900 | 373,697.08 | 124 | 195,200 | 2,615,285.57 |
| Montana | | | | 5 | 12,600 | 108,692 | 16 | 21,800 | 56,640.46 | 21 | 34,400 | 165,332.40 |
| Nebraska | 2 | 7,000 | 380,935.74 | 9 | 21,300 | 141,504 | 62 | 110,200 | 298,599.48 | 93 | 138,500 | 731,039.22 |
| Nevada | | | | 1 | 2,100 | 9,039 | 1 | 6,000 | 18,720.21 | 5 | 8,100 | 27,759.21 |
| New Hampshire | 2 | 6,100 | 97,204.88 | 8 | 16,300 | 114,016 | 35 | 47,300 | 118,645.15 | 45 | 71,700 | 329,860.13 |
| New Jersey | 5 | 16,800 | 680,864.28 | 32 | 77,700 | 688,800 | 49 | 75,200 | 210,720.32 | 66 | 160,700 | 1,480,394.00 |
| New Mexico | | | | 2 | 2,400 | 15,163 | 10 | 14,500 | 39,436.68 | 11 | 16,900 | 54,599.68 |
| New York | 15 | 59,400 | 9,948,931.47 | 74 | 177,900 | 1,225,377 | 167 | 264,500 | 776,103.15 | 266 | 531,800 | 11,950,411.62 |
| North Carolina | | | | 8 | 20,300 | 168,090 | 28 | 40,600 | 108,085.77 | 36 | 60,700 | 276,145.77 |
| North Dakota | | | | 9 | 5,300 | 47,291 | 19 | 28,100 | 64,954.26 | 21 | 81,400 | 115,237.55 |
| Ohio | 9 | 34,300 | 2,428,456.63 | 53 | 123,400 | 751,816 | 125 | 175,400 | 460,069.69 | 187 | 333,100 | 3,640,342.32 |
| Oregon | | | | 2 | 4,700 | 23,765 | 6 | 8,800 | 25,541.65 | 8 | 13,500 | 51,236.65 |
| Pennsylvania | 1 | 3,500 | 196,600.56 | 2 | 4,600 | 23,788 | 90 | 29,300 | 82,452.55 | 23 | 37,400 | 268,901.11 |
| Rhode Island | 10 | 37,600 | 3,828,815.96 | 58 | 136,600 | 903,661 | 180 | 268,100 | 696,116.40 | 248 | 429,300 | 5,428,897.36 |
| South Carolina | 1 | 3,700 | 283,960.13 | 6 | 14,800 | 122,091 | 8 | 11,400 | 60,231.85 | 15 | 29,900 | 437,202.98 |
| South Dakota | 1 | 3,200 | 77,126.81 | 3 | 7,100 | 45,366 | 22 | 30,800 | 78,171.74 | 30 | 41,100 | 200,604.85 |
| Tennessee | 4 | 13,300 | 482,039.15 | 8 | 17,500 | 95,356 | 32 | 41,300 | 95,112.81 | 40 | 54,800 | 190,662.81 |
| Texas | | | | 4 | 8,500 | 38,942 | 39 | 52,900 | 131,640.80 | 47 | 74,700 | 603,221.65 |

• *Presidential post-offices in each State and Territory, arranged by classes, with total salaries and gross receipts—Continued.*

| States and Territories. | First class. | | | Second class. | | | Third class. | | | Total. | | |
|-------------------------|--------------|-----------|-----------------|---------------|-----------|-----------------|--------------|-----------|-----------------|----------|-----------|-----------------|
| | Num-ber. | Salaries. | Gross receipts. | Num-ber. | Salaries. | Gross receipts. | Num-ber. | Salaries. | Gross receipts. | Num-ber. | Salaries. | Gross receipts. |
| Texas | 7 | \$22,100 | \$467,102.08 | 15 | \$23,500 | \$176,750 | 104 | \$143,700 | \$370,511.05 | 126 | \$199,300 | \$1,014,372.13 |
| Utah | 1 | 3,300 | 81,723.39 | 1 | 2,600 | 22,263 | 5 | 7,100 | 19,459.79 | 7 | 13,000 | 123,446.18 |
| Vermont | 1 | 3,300 | 61,473.90 | 8 | 19,300 | 121,719 | 27 | 38,700 | 98,797.68 | 36 | 61,300 | 311,990.58 |
| Virginia | 3 | 9,800 | 320,774.90 | 9 | 21,900 | 156,392 | 43 | 69,200 | 155,428.04 | 55 | 90,900 | 632,594.94 |
| Washington | 3 | 9,600 | 197,762.19 | 4 | 8,600 | 39,645 | 25 | 34,900 | 90,067.30 | 32 | 53,100 | 327,504.49 |
| West Virginia | 1 | 3,200 | 63,848.95 | 4 | 9,600 | 65,397 | 24 | 34,400 | 92,389.57 | 29 | 47,200 | 221,775.52 |
| Wisconsin | 4 | 13,100 | 599,389.62 | 23 | 53,900 | 344,565 | 87 | 123,000 | 325,137.94 | 114 | 190,600 | 1,269,092.56 |
| Wyoming | | | | 1 | 2,300 | 12,122 | 7 | 10,000 | 27,889.50 | 8 | 12,300 | 40,011.50 |
| Total | 149 | 523,600 | 39,091,922.48 | 666 | 1,585,200 | 10,143,603 | 2,587 | 3,631,100 | 9,449,499.07 | 3,402 | 5,719,900 | 58,685,024.55 |

ESTIMATES.

The estimates, appropriations, and expenditures for salaries of postmasters for the last two fiscal years, together with the estimate and appropriation for the current fiscal year, are shown by the following table:

| Year. | Estimates. | Appropriations. | Expenditures. |
|----------|--------------|-----------------|-----------------|
| 1892-'93 | \$15,365,000 | \$15,250,000 | \$15,884,924.36 |
| 1893-'94 | 16,600,000 | 15,600,000 | 15,899,709.98 |
| 1894-'95 | 17,250,000 | 16,000,000 | |

I recommend that an appropriation of \$16,500,000 be requested, to cover compensation of postmasters for the fiscal year ending June 30, 1896.

REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

Although this work has been completed, considerable correspondence continues to reach this bureau from claimants who are not aware, apparently, that their applications are now barred by the act of Congress, approved August 4, 1886, which limited the presentation of claims of this character to January 1, 1887.

CLERKS IN POST-OFFICES.

Allowances for clerks in post-offices of the first and second classes, and stations and substations connected therewith.

| Year. | Estimate. | Appropriation. | | | Expenditures. | | |
|----------|-------------|----------------|--------------|-----------------------|----------------|--------------|-----------------------|
| | | Amount. | Increase. | Per cent of increase. | Amount. | Increase. | Per cent of increase. |
| 1885-'86 | \$5,300,000 | \$5,150,000.00 | \$175,000.00 | 3.52 | \$4,982,345.38 | \$103,777.18 | 2.13 |
| 1886-'87 | 5,150,000 | 5,385,812.74 | 235,812.74 | 4.58 | 5,385,143.99 | 402,798.61 | 8.08 |
| 1887-'88 | 5,550,000 | 5,550,000.00 | 164,187.26 | 3.05 | 5,510,035.46 | 124,891.47 | 2.32 |
| 1888-'89 | 5,650,000 | 5,950,000.00 | 400,000.00 | 7.21 | 5,926,840.09 | 416,804.63 | 7.56 |
| 1889-'90 | 6,900,000 | 6,550,000.00 | 600,000.00 | 10.08 | 6,535,105.08 | 608,264.99 | 10.26 |
| 1890-'91 | 7,590,000 | 7,390,000.00 | 840,000.00 | 12.08 | 7,376,551.37 | 841,446.29 | 12.87 |
| 1891-'92 | 8,219,000 | 8,060,000.00 | 670,000.00 | 9.07 | 7,925,050.54 | 548,499.17 | 7.43 |
| 1892-'93 | 8,625,000 | 8,360,000.00 | 300,000.00 | 3.72 | 8,341,642.67 | 416,592.33 | 5.26 |
| 1893-'94 | 8,860,000 | 8,810,000.00 | 450,000.00 | 5.38 | 8,736,010.88 | 394,368.01 | 4.73 |
| 1894-'95 | 9,700,000 | 9,700,000.00 | 890,000.00 | 10.10 | | | |
| Total | | | | 68.79 | | | 60.64 |
| Average. | | | | 6.88 | | | 6.74 |

The appropriation to cover this service was \$8,810,000. The face of the rosters on June 30, 1894, shows \$8,935,333, while the amount actually expended was \$8,735,759.86. This was due to the fact that many of these allowances were made from time to time during the year, necessitating only a pro rata charge on the appropriation.

Between July 1 and October 15, 1894, 123 stations and substations were established, as shown under "Rent, Fuel, and Light for First and Second Class Offices" (leases), p. 13, increasing the amount chargeable to the appropriation for clerk hire, at first and second class offices, \$76,280,

per annum, making a total of \$9,001,613, from which should be deducted a credit of 60 allowances reduced and discontinued, \$41,619—balance, \$8,959,993.52—which left a working surplus to provide for increases in salaries and clerical force at first and second class offices, and separating and extraordinary service (on account of summer and winter resorts) for third and fourth class offices, of \$740,006.48. The major portion of this balance has already been expended. There are now 174 third-class offices whose gross receipts range from \$6,500 to \$8,000, and it is only fair to presume that a large number of these will enter the second class (minimum \$8,000) with the next readjustment of post-office accounts, March 31, 1895.

The rosters of clerks, approved to take effect July 1, 1894, for first and second class post-offices where free delivery has been established, show a total of 218 clerks employed as superintendents, assistant superintendents, foremen, and timekeepers in connection with the free-delivery service, with salaries aggregating \$274,400. This is charged to the appropriation for clerks in post-offices.

The above tabulated statement shows that the annual increase of expenditures has averaged for the past decade 6.74 per cent. The clerk-hire allowance will reach, during the fiscal year 1894-'95, approximately, \$9,500,000.

Every possible effort is being made to economize, and at the same time to improve the service, but the constantly increasing demands of the public require additional force and equipments, which if met will require an appropriation of \$10,100,000 for clerk hire at first and second class post-offices, and separating and extraordinary service at third and fourth class offices, and I therefore recommend that Congress be requested to appropriate that amount for the fiscal year ending June 30, 1896.

| 1892-'93. | | 1893-'94. | |
|--------------------|-------------|--------------------|-------------|
| Estimate..... | \$8,625,000 | Estimate..... | \$9,221,000 |
| Appropriation..... | 8,360,000 | Appropriation..... | 8,810,000 |
| Decrease..... | 265,000 | Decrease..... | 411,000 |

The largely increased percentage in the estimate and appropriation for the fiscal year 1894-'95 was due entirely to the small appropriations for the two previous years. While the average increase per annum for the last ten years has been 6.88 per cent in the appropriations, there was only an increase of 3.72 per cent in the year 1892-'93, and 5.38 per cent in the year 1893-'94. The total of the percentages for the last three fiscal years (1892-'93, 1893-'94, and 1894-'95) is 19.20 per cent, whereas, using the average increase as a factor, the increase should have been 20.64 per cent, making a decrease in the three years (notwithstanding the large percentage of 1894-'95) of 1.44 per cent. The estimate of the First Assistant Postmaster-General for the fiscal year 1893-'94 of \$9,221,000 was very conservative in view of the small appropriations for the year 1892-'93, but notwithstanding that fact, this estimate to the Postmaster-General was arbitrarily reduced \$361,000 (to \$8,860,000), after November 17, 1892, and the appropriation made by Congress was only \$8,810,000, a further reduction of \$50,000, or \$411,000 less than the amount requested by this Bureau.

The appropriation asked for next year (\$10,100,000) as compared with the appropriation for the present year (\$9,700,000) is an increase of only 4.12 per cent, whereas the average increase for the past decade has been 6.88 per cent, a reduction of 2.76 per cent, or \$258,000.

Money-order clerks.—Heretofore the payment for the services of money-order clerks at first and second class post-offices has been made out of the money-order commissions accruing at their respective offices, but under the act of Congress approved January 27, 1894, these clerks are now paid from the annual appropriation for clerk hire.

Civil-service commission boards.—Civil-service boards, composed of clerks and carriers, are established at all the free-delivery offices (610 in number). Two meetings are held per annum; no provision has been made by Congress to compensate the clerks for rendering this service. Estimating that half of each civil-service board is composed of clerks, and that one day is ordinarily devoted to each meeting, it would require, approximately, \$5,300 to provide for the clerical force necessary in the absence of the clerks serving on these boards. This amount is arrived at in the following manner: $610 \times 2 = 1220 \times 1\frac{1}{2} = 1,830$ days, at $\$2.87\frac{1}{2}$ a day = \$5,261.25. The rate per day is based upon the average salary of clerks in post-offices (\$400 minimum and \$1,700 maximum).

In all of the larger first-class offices one of the highest-salaried clerks is appointed secretary of the local civil-service board, and nearly, if not all, of his time is devoted to the duties of that position. This expense, of course, is not included in the above estimate. I desire to add, in this connection, that a hardship is worked upon the smaller offices (whose roster comprises only 3 or 4 employés) by the absence of a clerk for even one day.

RENT, FUEL, AND LIGHT FOR FIRST AND SECOND CLASS POST-OFFICES.

The total appropriation for rent, fuel, and light for first and second class offices for the fiscal year ended June 30, 1894, was \$802,000, and the authorized allowances amount to \$799,307.48, leaving a balance of \$2,692.52.

Leases for post-offices.—Leases are entered into for post-office buildings of the first and second classes, wherever practicable, for such term as may be agreed upon, usually five years. The lease ordinarily covers equipment of boxes, fixtures, and furniture, and frequently heating, lighting, and vault or safe. Aside from relieving the postmaster of the expense of furnishing the box outfit, there being no appropriation for this purpose, the advantages of having a commodious post-office room equipped with a modern outfit of boxes and fixtures are many. In the majority of cases the increased revenue from box rents more than justifies the additional expenditure. In all cases where new leases are entered into every precaution is taken to protect the interests of the Government and to obtain satisfactory quarters at a reasonable rental. No contracts are made without a personal investigation by a competent inspector.

Of the 815 first and second class post-offices, 170 are located in Government buildings, and 488 in buildings leased to the Government. In addition, 137 stations of first and second class offices and 26 post-offices of the third class are in leased buildings, a total of 651 premises under lease for post-offices and stations. The total sum for rent under leases June 30, 1894, amounted to \$633,544.

During the fiscal year ended June 30, 1894, 282 lease cases were prepared and 153 leases executed, the net increase in the number of offices and stations in leased buildings being 43, and the increase of the amount for rent under leases \$49,061.

The following table shows the number of offices and stations, by classes, in Government buildings and leased premises, with amounts of rental:

| Class. | Number in Government buildings. | Leased buildings. | |
|-------------------|---------------------------------|-------------------|-----------|
| | | Number. | Rental. |
| First class..... | 101 | 46 | \$94, 246 |
| Stations..... | 1 | 134 | 216, 799 |
| Second class..... | 69 | 442 | 314, 302 |
| Stations..... | 1 | 3 | 640 |
| Third class..... | 26 | 26 | 7, 457 |
| Total..... | 198 | 651 | 633, 544 |

Postal stations.—Stations and substations are established in connection with the larger post-offices at business centers and important suburban points to facilitate the delivery of mail, and as depots of postal supplies. Substations usually have facilities for money-order and registry business, while full stations have all the advantages of a free-delivery post-office. Many full stations are on a parity with numerous first-class offices.

During the year 13 stations and 22 substations were established, and 10 substations discontinued, a net increase of 25, involving allowances amounting to \$20,100 for clerk hire, and of \$6,580 for rent, fuel, and light. One station was established in lieu of a third-class post-office where the salary and allowances amounted to \$2,158. The extension of city limits and free-delivery service necessitates the discontinuance of suburban post-offices and the establishment of stations and substations in lieu thereof. The expense of maintaining the stations is offset by the saving in salaries and allowances of the discontinued post-offices. While the establishment of stations undoubtedly improves the service, the expense is a direct tax upon the appropriation for clerk hire and rent, fuel, and light for first and second class post-offices and should be considered.

From the beginning of this fiscal year to the present time (October 15) 18 stations and 69 substations have been established in place of 81 post-offices of the second, third, and fourth classes discontinued. The sum involved for clerk hire for the new stations amounts to \$56,000, and for rent, fuel, and light, \$14,044, a total expense of \$70,044. The total salaries and allowances of the discontinued post-offices amounted to \$77,480. In addition, 26 stations and substations have been established in connection with first and second class post-offices to improve the service where no offices existed.

Statement showing the number of stations and substations established in lieu of post-offices discontinued during the present fiscal year (July 1, 1894, to October 15, 1894), with allowances and salaries.

| | Number. | Salaries. | Allowances. | |
|---|------------|---------------|---------------|------------------------|
| | | | Clerk hire. | Rent, fuel, and light. |
| Stations established: | | | | |
| Stations | 18 | | \$43,000 | \$14,044 |
| Substations | 69 | | 13,000 | |
| Total | 87 | | 56,000 | 14,044 |
| Post-offices discontinued: | | | | |
| Second class | 4 | \$9,900 | 8,920 | 4,960 |
| Third class | 11 | 15,300 | 2,380 | 1,964 |
| Fourth class | 66 | 33,338 | 720 | |
| Total | 81 | 58,538 | 12,020 | 6,924 |
| Additional stations established where no post-offices were discontinued: | | | | |
| Stations | 8 | | 27,600 | 13,176 |
| Substations | 28 | | 4,700 | |
| Total | 36 | | 32,300 | 13,176 |
| Grand total: | | | | |
| Stations | 26 | | 70,600 | 27,220 |
| Substations | 97 | | 17,700 | |
| Total | 123 | | 88,300 | 27,220 |

Rent, fuel, and light, first and second class offices.

| Year. | Estimate. | Appropriations. | | | Expenditures. | | |
|----------------------|-----------|-----------------|-----------|-----------------------|---------------|------------|-----------------------|
| | | Amount. | Increase. | Per cent of increase. | Amount. | Increase. | Per cent of increase. |
| 1885-'86 | \$500,000 | \$490,000 | \$10,000 | 2.00 | \$471,184.19 | \$6,719.55 | 1.45 |
| 1886-'87 | 510,000 | 495,000 | 5,000 | 1.02 | 470,819.25 | 5,635.06 | 1.19 |
| 1887-'88 | 540,000 | 520,000 | 25,000 | 5.05 | 508,297.45 | 31,478.20 | 6.00 |
| 1888-'89 | 552,000 | 550,000 | 30,000 | 5.77 | 544,704.34 | 36,406.89 | 7.16 |
| 1889-'90 | 610,000 | 610,000 | 00,000 | 10.91 | 600,567.54 | 55,863.20 | 10.26 |
| 1890-'91 | 665,000 | 665,000 | 55,000 | 9.02 | 653,945.55 | 53,378.01 | 8.89 |
| 1891-'92 | 731,500 | 731,500 | 66,500 | 10.00 | 703,927.36 | 49,981.81 | 7.64 |
| 1892-'93 | 772,000 | 749,149 | 17,849 | 2.41 | 745,962.90 | 42,065.54 | 5.98 |
| 1893-'94 | 795,550 | 802,000 | 52,850 | 7.06 | 800,698.06 | 54,705.16 | 7.33 |
| 1894-'95 | 845,000 | 845,000 | 43,000 | 5.36 | | | |
| Total | | | | 58.69 | | | 56.50 |
| Average | | | | 5.87 | | | 6.28 |

The appropriation for rent, fuel, and light for first and second class offices for the present year is \$845,000, being the amount called for in last year's estimate, and is \$43,000 more than the appropriation last year. The recent readjustment caused a net decrease of ten in the number of offices to be provided for out of this appropriation, and a further credit will be obtained during the year by the removal of post-offices to Government buildings. It is estimated that twenty-one Government buildings, in which post-offices of the first and second classes are to be located, will be completed during the year, and, if so, a saving of \$28,920 will be effected. The saving last year by the removal of twelve first and second class post-offices to Government buildings was \$23,955.

The total annual allowances for rent, fuel, and light at first and second class post-offices amounted to \$798,863.68 on June 30, 1894. The annual allowances at present amount to \$821,148.68. This large increase is due to the number of stations established, and while a net saving to the Government will result from the salaries and allowances of the discontinued post-offices, as heretofore stated, a balance of \$21,548.42 only remains to provide for the growth of the service for the remainder of the fiscal year ending June 30, 1895.

The average increase in the number of first and second class post-offices prior to the present year was 45 $\frac{1}{2}$, as shown by the several adjustments. The readjustment for the past fiscal year shows a net decrease of ten offices. As stated under the estimate for clerk hire, a large increase in the number of first and second class offices may be expected on July 1, 1895. Using the expenditures of the fiscal year 1893-'94 as a basis and taking into consideration the average per cent of increase for the last ten years, the expenditures for the fiscal year 1894-'95 would be \$800,698.06 plus 6.28 per cent, which would equal \$850,981.90 for the present fiscal year. Continuing on this line, the expenditures for the fiscal year 1895-'96 would be (\$850,981.90 plus 6.28 per cent) \$904,423.56. To provide for this increase and the normal increase in rents at the growing first and second class offices and for establishment of new stations, an appropriation of \$900,000 will be necessary.

Rent, fuel, and light, third-class offices.

| Year. | Estimates. | Appropriations. | | | Expenditures. | | |
|---------------|------------|-----------------|-----------|-----------------------|---------------|-------------|-----------------------|
| | | Amount. | Increase. | Per cent of increase. | Amount. | Increase. | Per cent of increase. |
| 1888-'89..... | \$650,000 | \$450,000 | | | \$353,086.12 | | |
| 1889-'90..... | 505,080 | 505,080 | \$55,080 | 12.24 | 428,153.92 | \$75,080.80 | 21.26 |
| 1890-'91..... | 571,845 | 571,500 | 66,420 | 13.15 | 470,562.87 | 42,406.93 | 9.10 |
| 1891-'92..... | 592,800 | 592,800 | 21,300 | 8.73 | 516,883.96 | 46,321.09 | 9.14 |
| 1892-'93..... | 610,000 | 610,000 | 17,200 | 2.90 | 543,928.73 | 27,044.77 | 5.23 |
| 1893-'94..... | 643,800 | 630,000 | 20,000 | 3.28 | 585,240.27 | 41,317.54 | 7.50 |
| 1894-'95..... | 660,000 | 660,000 | 30,000 | | | | |
| Total..... | | | | 35.30 | | | 53.83 |
| Average..... | | | | 7.06 | | | 10.76 |

The annual adjustment of postmasters' salaries made in accordance with the requirements of the act of Congress approved March 3, 1883, to take effect July 1, 1894, resulted in the assignment of 2,587 offices to the third class; and a review of fourth-class postmasters' salaries (which can be made quarterly) resulted in 33 additional offices being assigned to the third class on October 1, 1894. There are therefore at present 2,620 third class offices.

The average increase in appropriation since the fiscal year 1888-'89 has been 7.06 per cent. I believe that \$700,000 will be necessary to provide for these items during the fiscal year 1895-'96, although the present appropriation of \$660,000, plus the average increase of 7.06 per cent, would make the amount somewhat greater.

I therefore recommend that \$700,000 be appropriated for rent, fuel, and light for third-class post-offices for the fiscal year ending June 30, 1896.

Miscellaneous and incidental items and furniture for first and second class post-offices.

| Year. | Esti- mates. | Appropriations. | | | | | Expenditures. | | | | |
|----------------------|-----------------|-----------------|----------------|----------------|----------------------------------|----------------------------------|---------------|----------------|----------------|----------------------------------|----------------------------------|
| | | Amount. | In- crease. | De- crease. | Per cent of in- crease. | Per cent of de- crease. | Amount. | In- crease. | De- crease. | Per cent of in- crease. | Per cent of de- crease. |
| 1885-'86 | \$80,000 | \$80,000 | | | | | \$53,779 | | \$1,132 | | 2.06 |
| 1886-'87 | 80,000 | 70,000 | | \$10,000 | | 12.50 | 58,850 | \$5,071 | | 9.43 | |
| 1887-'88 | 110,000 | 70,000 | | | | | 63,115 | 4,265 | | 7.25 | |
| 1888-'89 | 100,000 | 100,000 | \$30,000 | | 42.86 | | 87,300 | 24,184 | | 38.30 | |
| 1889-'90 | 110,000 | 110,000 | 10,000 | | 10.00 | | 109,579 | 22,279 | | 25.52 | |
| 1890-'91 | 120,000 | 120,000 | 10,000 | | 9.09 | | 111,526 | 1,948 | | 1.78 | |
| 1891-'92 | 132,000 | 132,000 | 12,000 | | 10.00 | | 119,784 | 8,258 | | 7.40 | |
| 1892-'93 | 132,000 | 110,000 | | 22,000 | | 16.67 | 107,310 | | 12,474 | | 10.41 |
| 1893-'94 | 140,000 | 125,000 | 15,000 | | 13.64 | | 111,688 | 4,377 | | 4.06 | |
| 1894-'95 | 140,000 | 140,000 | 15,000 | | 12.00 | | | | | | |
| Total | | | | | 97.59 | 29.17 | | | | 93.76 | 12.47 |
| Average | | | | | 9.76 | 2.92 | | | | 10.42 | 1.39 |
| Net average increase | | | | | 6.84 | | | | | 9.03 | |

The above statement shows that the appropriation for miscellaneous items for the fiscal year 1894-'95 exceeds that of the previous year (1893-'94) \$15,000, or 12 per cent. The average increase, however, for the last decade has been 6.84 per cent. Upon this basis the appropriation for the ensuing fiscal year (1895-'96) would be \$150,260. The items chargeable to this appropriation include all miscellaneous articles and incidental expenditures required for the postal service for first and second class post-offices and stations and substations connected therewith; telephone allowances, which now amount to \$24,000, and the cost of power and motors for canceling machines, in which we must anticipate considerable increase in view of the statement made under the head of canceling machines.

I am of the opinion, therefore, that \$150,000 will be necessary for miscellaneous and incidental items, including furniture for first and second class offices and stations and substations connected therewith, for the fiscal year ending June 30, 1896, and recommend an appropriation of that amount.

CANCELING MACHINES.

Estimate for canceling machines.—The appropriation for canceling machines, to cover cost of service for the fiscal year ending June 30, 1895, is \$60,000, which is \$10,000 in excess of last year's appropriation. There are now under contract 200 canceling machines (100 of the Hey & Dolphin, at \$400 per annum rental, and 100 of the American Postal Machines Company, at \$200). While it is claimed that these machines can postmark and cancel from 5,000 to 24,000 letters per hour and can (where the volume of business will warrant it) handle them advantageously, nevertheless the present rental of these machines is exorbitant, and, rather than continue contracts upon the present basis, I will recommend the abolition of this service. Several experimental and new machines are being tested in various large offices. It is desirable to greatly increase the number of machines in the larger first-class post-offices, provided they can be procured at a reasonable rental, and I have reason to believe that arrangements can be made to secure them at a much lower price.

I recommend that an appropriation of \$60,000 for rental of post-marking and canceling machines be made for the fiscal year ending June 30, 1896.

ADVERTISING AT FIRST AND SECOND CLASS OFFICES.

The cost of advertising at offices of the first and second classes is charged to the appropriation for advertising for the office of the Postmaster-General, under Order No. 255, dated March 7, 1882. The appropriation for this purpose for the fiscal year ended June 30, 1894, was \$18,000, whereas \$22,295.54 (\$18,925.91 by this Bureau) was expended, necessitating a special appropriation of \$5,000. The appropriation for advertising for the fiscal year 1894-'95 is \$19,000. The advertising of unclaimed letters in newspapers at 1 cent per name for each insertion has been discontinued, and in lieu thereof bulletin boards established, lists of letters being placed thereon and published at the rate of six-tenths of a cent, or less, per name. This change will probably result in a saving of \$4,000 during the present fiscal year.

Publishing lists of unclaimed letters in newspapers is found to be very expensive when we take into consideration the proportion of advertised letters delivered; for example, in New York City the delivery was only 2½ per cent, which cost the Department for every advertised letter delivered approximately 40 cents, whereas ordinarily the revenue from the carriage of same would be but 2 cents. The results were not of sufficient benefit to warrant the expenditure. It is my belief that the bulletin-board system will answer every purpose.

I feel satisfied that the advertising of this bureau could be more satisfactorily handled if a specific appropriation were made for that purpose, and therefore recommend that Congress be requested to appropriate \$15,000 for the office of the First Assistant Postmaster-General to cover cost of advertising at first and second class offices for the fiscal year ending June 30, 1896.

BOXES AND BOX RENTS.

Under section 443, Postal Laws and Regulations, edition of 1893, boxes are furnished as follows:

- (1) For post-offices in Government buildings, by the Treasury Department.
- (2) At first and second class post-offices, the lessor, by agreement in the lease, usually furnishes the box outfit.
- (3) Under existing law (Rev. Stat., sec. 4052, and sec. 444, Postal Laws and Regulations, edition of 1893) patrons of post-offices may provide lock boxes and lock drawers for their own use under conditions stated.
- (4) In all other cases boxes must be furnished and kept in repair by the postmaster.

Boxes are not furnished by the Government to Presidential offices of the third class, except where offices of this class are in Government buildings. At the present time 26 third-class offices are situated in Government buildings.

Boxes are provided for post-offices to accommodate the patrons, for the convenience of the postmaster, and as a source of revenue. Under existing law, at Presidential offices, or offices of the first, second, and third classes, the box rents collected are included in the gross receipts accruing at the said offices in making the annual adjustment of salaries of postmasters. These postmasters, therefore, indirectly receive a part of their box rents in the sum allowed as a compensation. Under the act of Congress approved March 3, 1883, at fourth-class offices the box rents are practically allowed as a part of the compensation of the post-

masters. The regulation of box-rent rates by the Department has resulted in better accommodations to the public, more uniformity in rates, and an increase of revenue.

KEY DEPOSITS.

Key deposits are collected by the postmaster as security against loss of keys, and held as a trust fund, in accordance with the requirements of section 441, Postal Laws and Regulations, edition of 1893. If a key is lost, or withheld thirty days or more after the box to which it belongs has been vacated, such key deposit is declared forfeited, and is transferred to the fund called the "key-deposit forfeiture fund." This fund is used (1) to purchase new keys to replace those lost, broken, or withheld; (2) for necessary repairs to locks, and (3) for keeping the boxes in good condition.

Renters who provide their own boxes and keys are not required to make deposits; and at offices where postmasters provide boxes they are permitted to exercise their discretion in collecting the deposit for keys. The key-deposit fund collected by postmasters at offices situated in Government buildings is now fixed at the rate of 25 cents for each key, while at all other offices the rate is 50 cents.

Recapitulation of estimates.

| | Present appropriations. | Average annual increase for past decade. | Estimates 18 95-'96. | Increase. | |
|--|-------------------------|--|----------------------|-------------|-----------|
| | | | | Amount. | Per cent. |
| | | <i>Per cent.</i> | | | |
| Compensation of postmasters | \$16,000,000 | 5.52 | \$16,500,000 | \$1,000,000 | 6.25 |
| Clerks in post-offices | 9,700,000 | 6.88 | 10,100,000 | 400,000 | 4.12 |
| Rent, fuel, and light, first and second class | 845,000 | 5.87 | 900,000 | 55,000 | 6.51 |
| Rent, fuel, and light, third-class post-offices | 660,000 | 7.06 | 700,000 | 40,000 | 6.01 |
| Miscellaneous, incidentals, and furniture, first and second class post-offices | 140,000 | 6.84 | 150,000 | 10,000 | 7.14 |
| Advertising, first and second class post-offices | | | 15,000 | | |
| Rental canceling machines | 60,000 | | 60,000 | | |

DIVISION OF FREE DELIVERY.

Upon entering into a detailed account of the operations of the free-delivery service during the fiscal year just closed, I submit, in tabular form, a review of the service from the date of its establishment to the present time:

| Year. | Number of offices. | Increase. | Number of carriers. | Increase. | Gross receipts. | Increase. | Cost of service. | Increase. | Cost to gross receipts. | Ratio of cost per carrier. |
|----------|--------------------|-----------|---------------------|-----------|-----------------|-----------|------------------|-----------|-------------------------|----------------------------|
| | | | | Per ct. | | Per ct. | | Per ct. | | |
| 1863-'64 | 66 | | 685 | | | | \$317,063.20 | | | \$462.86 |
| 1864-'65 | 45 | | 757 | | | | 448,694.51 | | | 532.68 |
| 1865-'66 | 46 | | 863 | | | | 589,236.41 | | | 682.77 |
| 1866-'67 | 47 | | 943 | | | | 699,934.34 | | | 742.24 |
| 1867-'68 | 48 | | 1,198 | | | | 965,934.59 | | | 831.33 |
| 1868-'69 | 48 | | 1,246 | | | | 1,183,915.31 | | | 950.17 |
| 1869-'70 | 51 | | 1,362 | | | | 1,230,079.85 | | | 1003.14 |
| 1870-'71 | 52 | | 1,419 | | | | 1,353,923.23 | | | 954.14 |
| 1871-'72 | 52 | | 1,443 | | | | 1,385,965.76 | | | 970.43 |
| 1872-'73 | 53 | | 1,498 | | | | 1,422,405.48 | | | 949.53 |
| 1873-'74 | 87 | 35 | 2,049 | | | | 1,802,646.41 | | | 879.79 |
| 1874-'75 | 87 | | 2,195 | | | | 1,880,041.99 | | | 856.51 |
| 1875-'76 | 87 | | 2,269 | | | | 1,981,186.51 | | | 873.15 |
| 1876-'77 | 87 | | 2,285 | | | | 1,893,619.85 | | | 836.03 |
| 1877-'78 | 87 | | 2,275 | 4 | \$12,117,820.24 | | 1,824,166.96 | | 15.05 | 801.84 |
| 1878-'79 | 88 | 1 | 2,359 | 3.6 | 13,060,470.78 | 7.8 | 1,947,706.61 | 6 | 14.90 | 825.09 |
| 1879-'80 | 104 | 10 | 2,628 | 13.9 | 15,082,186.65 | 15.4 | 2,363,693.14 | 21.4 | 15.66 | 879.31 |
| 1880-'81 | 109 | 5 | 2,801 | 6.4 | 16,887,086.23 | 11.0 | 2,499,911.54 | 5.7 | 13.01 | 873.78 |
| 1881-'82 | 112 | 3 | 3,115 | 8.8 | 19,414,772.80 | 14.9 | 2,623,262.74 | 4.9 | 13.51 | 842.45 |
| 1882-'83 | 154 | 42 | 3,680 | 18.1 | 22,317,499.94 | 14.9 | 3,173,336.51 | 20.0 | 14.21 | 802.31 |
| 1883-'84 | 159 | 5 | 3,890 | 5.7 | 21,506,020.08 | 3.2 | 3,501,206.52 | 10.4 | 16.22 | 891.82 |
| 1884-'85 | 178 | 19 | 4,358 | 12 | 21,940,109.42 | 1.0 | 3,085,952.55 | 13.4 | 18.15 | 914.62 |
| 1885-'86 | 181 | 3 | 4,841 | 11 | 22,629,626.66 | 3.1 | 4,312,306.70 | 9 | 19.05 | 890.58 |
| 1886-'87 | 189 | 8 | 5,310 | 9.6 | 25,014,385.30 | 10.5 | 4,618,692.07 | 6.7 | 16.46 | 869.82 |
| 1887-'88 | 358 | 169 | 6,346 | 19.3 | 29,459,943.33 | 13.7 | 5,422,356.36 | 17.4 | 18.40 | 854.45 |
| 1888-'89 | 401 | 43 | 8,257 | 30.1 | 32,206,493.72 | 9.3 | 6,957,941.90 | 28.3 | 21.69 | 842.67 |
| 1889-'90 | 454 | 53 | 9,066 | 9.7 | 36,648,000.49 | 13.8 | 7,976,202.72 | 14.6 | 21.21 | 879.79 |
| 1890-'91 | 519 | 65 | 10,130 | 11.7 | 40,405,386.28 | 10.2 | 9,072,160.31 | 13.7 | 22.47 | 895.57 |
| 1891-'92 | 568 | 49 | 10,737 | 5.8 | 44,031,728.77 | 9 | 9,966,892.67 | 9.9 | 22.63 | 928.27 |
| 1892-'93 | 610 | 42 | 11,625 | 8.2 | 48,444,363.63 | 10 | 10,683,575.26 | 7 | 22.05 | 919.01 |
| 1893-'94 | 610 | | 11,736 | .9 | 45,801,210.16 | *5.45 | 11,220,436.78 | 5.1 | 24.51 | 956.83 |

*Decrease.

Prior to the year 1877-'78 the gross receipts of free-delivery offices were not reported separately by the Auditors.

Limiting disbursements on account of the free-delivery service to the scant appropriation provided for its maintenance, without affecting its efficiency; practically stopping the making of overtime by letter-carriers; providing measures to expedite the adjudication of letter-carriers' overtime claims; putting into practical operation the civil-service law in all free-delivery offices, and devising special rules to enforce the spirit as well as the letter of the law and executing a policy to protect more fully the rights of letter-carriers, are features of the administration of the free-delivery service that mark the year 1893-'94.

THE DEFICIENCY.

The estimate prepared and recommended by the Superintendent of the Free-Delivery System and the First Assistant Postmaster-General in October, 1892, to the Postmaster-General for the maintenance of the free-delivery service during the fiscal year 1893-'94, based upon computations from the books of the Free-Delivery System, and fairly providing for the natural growth of the service and increase of population, amounted to \$11,811,100. After November 17, 1892, as ascertained from the files of the Post-Office Department, this estimate to the Post-

master-General was arbitrarily reduced to \$11,254,900, a reduction of \$556,200. No explanation appears in the records of this Department for this very large reduction.

As shown hereafter, the fixed allowances for the free-delivery service on July 1, 1893, for the succeeding fiscal year, were \$11,322,916.93, or, according to the books of this bureau, \$68,016.03 more than the estimate reported by the Post-Office Department to the Treasury Department and afterward appropriated by Congress. These fixed allowances were only sufficient to carry on the service as it existed at the close of the preceding fiscal year, and did not include the cost of additional carriers necessary to meet the natural increase in population throughout the country, or provide for the improvements and extensions which the public have reason to expect when new appropriations become available.

The following statement shows the expenditures necessary to maintain the service during the fiscal year 1893-'94, as it was found on July 1, 1893:

| | |
|--|-----------------|
| Allowances fixed by law, and therefore admitting of no change, reduction, or diversion, being— | |
| Salaries of 11,683 carriers | \$10,331,000.00 |
| Salaries of temporary carriers at summer resorts | 6,000.00 |
| Salaries of substitutes for regular carriers on vacation | 292,975.00 |
| Promotion of 2,147 carriers from lower to higher grade | 252,927.91 |
| For maintenance of experimental free delivery | 10,000.00 |
| For experimental rural free delivery | 10,000.00 |
| | <hr/> |
| | \$10,902,902.91 |
| Allowances fixed by acts of former administrations: | |
| For horse hire, car fare, etc | 420,013.12 |
| | <hr/> |
| | \$11,322,916.03 |
| Appropriation provided by Congress, being equal to reduced estimate submitted by Post-Office Department..... | |
| | 11,254,900.00 |
| | <hr/> |
| Leaving, on July 1, 1893, a prospective deficiency of | \$68,016.03 |

As required by law, this deficiency had to be met by reduction in expenditures. This was accomplished by practicing the strictest economy in the disbursement of the appropriation—reducing permanent allowances to a minimum, and refusing to grant additional allowances except in the most urgent cases. So that, on June 30, 1894, the financial statement of the Free Delivery Division showed that not only had the deficiency of \$68,000 been overcome and \$78,500 disbursed in the manner above stated, but that there was an unexpended balance of \$1,500, making in all a total net saving during the year of \$148,000.

OTHER SAVINGS.

To further curtail expenses it was found expedient to repair and put into use worn and damaged letter-carrier satchels, of which a large number had accumulated. To that end on October 1, 1893, a repair shop was opened at Baltimore, a contract having been made there to repair, assort, and ship satchels for 32½ cents apiece. The following statement shows the transactions of the repair shop from October 1, 1893, to June 30, 1894:

| | | |
|--|--|-------|
| Satchels received, including 2,500 transferred from mail-bag repair shop at Washington | | 9,093 |
| Condemned as not worth repairing | | 2,856 |
| | | <hr/> |
| Satchels repaired | | 6,237 |
| Shipped to postmasters on order from this office | | 5,511 |
| | | <hr/> |
| Number on hand June 30, 1894 | | 726 |

After October 1, 1893, requisitions for new satchels were filled by shipments of first-grade repaired satchels, 5,511 satchels being distributed among free-delivery offices, at a total cost of \$1,791.07, as against \$13,226.40 (the cost of new satchels)—a net saving in this item alone of over \$11,000.

TWINE AND STRAPS.

In my report of 1892-'93 I recommended the introduction of the use of straps, instead of twine, in tying up and routing mail for delivery by letter-carriers. My estimates showed that 274,000 pounds of twine were used by letter-carriers during the preceding year, an average of about 23 pounds per carrier, representing an annual outlay of about \$20,000, twine costing at that time 7.3 cents per pound. Accordingly, in December, 1893, arrangements were made to supply straps to all free-delivery offices, and by February 1, 1894, each office had a full supply, the total cost amounting to \$8,000. A five months' test shows the saving to be 84,500 pounds. At that rate the saving for a full year will reach 202,800 pounds, or, at 7.06 cents, the present cost of twine per pound, \$14,317. Deducting from this amount one year's proportionate cost of straps, \$2,000, a net saving of \$12,317 may be credited to this improvement. Furthermore this new departure not only results in much benefit to the Free-Delivery Service, in that it enables letter-carriers to save considerable time in routing and tying up mail, but relieves the Supply Division of an item of expense which is properly chargeable to the Free-Delivery Service.

OVERTIME.

The making of overtime by letter-carriers has practically ceased. The strict enforcement of the Postmaster-General's order against overtime, issued April 4, 1893, has not only produced this result, but by causing postmasters to make necessary investigations for that purpose, has afforded them a better knowledge of the real condition of the service at their respective offices, and enabled them to establish better discipline, thus producing greater efficiency among letter-carriers. There are, however, a few offices at which some overtime is still being made. Investigations are now being conducted at these offices with a view to removing the cause for overtime. This may be done by equalizing the work among letter-carriers, rearranging routes, or, if necessary, increasing the force.

The disposition among letter-carriers to loiter or unnecessarily consume time on their routes is gradually disappearing. Loitering for the purpose of making overtime on which to base claims, or for the purpose of deceiving the officials to prevent extension of district boundaries that would otherwise be made, has been and will be punished by dismissal from the service. During the past year removals for loitering have had quite the desired effect upon the discipline of the service, not only at the offices at which the removals were made, but at many others at which the carriers became informed of the action of the Department. Pending investigations, that will be completed within a short time, will show a marked improvement in this direction, and at the close of the current year I expect to report an almost perfect discipline among letter-carriers.

SETTLEMENT OF OVERTIME CLAIMS.

On July 1, 1893, the files of the Free-Delivery Division of this office were filled with applications for the payment of overtime claims, aggre-

gating over \$1,000,000. Besides these, there were filed with the Court of Claims many claims of which this office has no record. Although a large majority of these claims were filed prior to 1892, it does not appear that any effort was made in former years to dispose of them. To expedite a settlement of these claims, in which the interests of the Department as well as those of the letter-carriers might be fully protected, an arrangement was made with the Department of Justice by which the Assistant Superintendent of the Free-Delivery System was commissioned by the Court of Claims a special commissioner in the settlement of overtime claims of letter-carriers. The special commissioner entered upon his duties January 9, 1894.

Through this co-operation of the Post-Office Department with the Department of Justice, a saving to the Government of \$44,493.29 was effected, as shown in the subjoined tabulation of the respective amounts claimed and those which have been paid in accordance with the judgments rendered by the U. S. Court of Claims.

| | Claimed. | Recommended for allowance and judgment rendered for— |
|---------------------------|------------|--|
| New York City: | | |
| Station A..... | \$3,147.23 | \$2,572.95 |
| Station C..... | 6,420.14 | 6,426.14 |
| Station K..... | 34,653.00 | 26,773.00 |
| Brooklyn, N. Y..... | 83,307.38 | 76,062.07 |
| Bayonne, N. J..... | 2,725.81 | 2,725.81 |
| Philadelphia, Pa.: | | |
| Station G..... | 12,729.37 | 7,941.86 |
| Station E..... | 701.27 | 688.87 |
| Norfolk, Va..... | 3,403.38 | 2,450.72 |
| Toledo, Ohio..... | 2,203.61 | 833.38 |
| Chicago, Ill.: | | |
| North Station..... | 15,088.85 | 11,887.60 |
| Central Office..... | 41,655.92 | 30,254.57 |
| Newport, Ky..... | 3,182.19 | 2,658.80 |
| Racine, Wis..... | 7,164.34 | 7,085.50 |
| Hoboken, N. J..... | 2,861.21 | 2,085.04 |

In addition to the above, the following stations at the Chicago post-office were reported upon prior to June 30, last, but not in time for the court to render judgments thereon before its adjournment:

| | Claimed. | Allowed. |
|----------------------------|------------------|------------------|
| Northwest station..... | \$11,328.75 | \$7,051.81 |
| Cottage Grove station..... | 10,575.61 | 8,585.39 |
| Southwest station..... | 14,919.23 | 9,309.07 |
| Total..... | 36,823.59 | 24,946.87 |

The Assistant Attorney-General, in charge of the Government defense, informs me, however, that no contention will be raised in these cases, and that judgment therefor by consent of all parties will be entered immediately upon the reconvention of the court during the present month (October, 1894).

These settlements will constitute an additional saving of \$11,874.72. The claims arising at the general post-office and Stations B, F, and G, New York (all of considerable magnitude), were also reported to the court prior to June 30, last, but are yet in an unsettled condition. No

definite statement can now be made as to the amount saved at these four offices, but I believe it will approximate \$30,000.

A general summary will fairly show that the cooperation of the Post-Office Department with the Department of Justice has resulted in these claims being satisfactorily settled at a saving of \$56,368.01, upon judgments or assured judgments, or 23 per cent of the amounts claimed; and, taking into consideration the class of cases last above mentioned, at least \$85,000 upon all cases investigated prior to June 30, 1894.

Between June 30 and this date, October 15, a large number of other claims in various places have also been reported in which the saving to the Government will be in about the same proportion.

On September 15, 1894, the Court of Claims appointed another special commissioner to investigate and report upon letter-carriers' overtime claims, and this office detailed a clerk of the Free Delivery Division to assist the commissioners in making necessary computations and to perform other clerical work necessary to a prompt adjudication of all claims. It is, therefore, quite probable that by the close of the current fiscal year a majority of the claims will have been equitably and satisfactorily settled.

THE CLASSIFIED SERVICE.

Prior to 1893 the classified service in post-offices was confined to 50 offices having 50 employes and over. On January 25, 1893, the President of the United States issued an order extending that service to the other 560 free-delivery offices. The great number of local boards to be organized and instructed and the examinations to be held by the Civil Service Commission delayed the complete classification of all offices until July 1, 1893. Therefore, it may be said that the practical operation of the civil-service law in all free-delivery offices began on that date.

The inexperience of postmasters and the new local civil service boards, as well as the inability of the Civil Service Commission to secure applicants for examination at many offices, were mainly responsible for the confusion and vexatious delays that at first attended the enforcement of the Law. These difficulties were soon surmounted and their recurrence prevented through the active co-operation of the Post-Office Department with the Civil Service Commission. Special rules, conforming to the postal laws and regulations and the civil service rules, were carefully prepared by this office for the guidance of postmasters, and a system of checking between it and the Civil Service Commission introduced, by which errors in certifications can be detected and corrected before appointments are made. At the suggestion of the Post-Office Department, general Rule IV of the civil service rules was amended to meet certain emergencies arising at offices temporarily without eligible registers; and, to-day, the civil service law is being strictly and successfully enforced throughout the free-delivery service.

CHANGES IN THE SERVICE.

The following statement shows the number of changes made during the year in all free-delivery offices. The causes of change are divided under three heads, viz: death, resignation, and removal; removals being classified under six heads, viz: intoxication, arrest for violation of the postal laws and regulations, dishonesty, misconduct and insubordina-

tion, inefficiency and gross violation of the postal laws and regulations, and physical disability:

| | |
|-------------------------|-----|
| Carriers deceased | 84 |
| Carriers resigned | 233 |
| Carriers removed | 433 |

| | |
|-------------|-----|
| Total | 750 |
|-------------|-----|

Removals:

| | |
|---|-----|
| For intoxication | 86 |
| For arrest for violation of postal laws and regulations | 31 |
| For dishonesty | 27 |
| For misconduct and insubordination | 89 |
| For inefficiency and gross violation of postal laws and regulations | 191 |
| For physical disability | 9 |

| | |
|-------------|-----|
| Total | 433 |
|-------------|-----|

It will be observed that the total number of changes amounted to 750, only 6.3 per cent of the total number of carriers (11,736), and the removals, all made for cause, were less than 4 per cent of that number. This record of changes will compare favorably with that of any other corporation or institution employing between 11,000 and 12,000 men.

Shortly after the beginning of the year, postmasters were notified that carriers and substitute letter-carriers would not be removed upon the simple statement that removal was recommended "for the good of the service" or upon any charges not specific or deemed good and sufficient by this office. This practice was enforced until the latter part of the year, when in order to more fully protect the rights of letter-carriers the Postmaster-General, on June 28, issued the following General Order, No. 235:

For the purpose of avoiding unjust removals of clerks and carriers in the classified service, and to avoid embarrassment and annoyance to the Department and postmasters with reference thereto, postmasters in free delivery offices are hereby notified that the following policy prevails in the Post-Office Department and will be enforced:

All removals and new employments of clerks and changes in rosters must be reported to the First Assistant Postmaster-General as soon as made.

No carrier shall be removed except for cause and upon written charges filed with the Post-Office Department, and of which the carrier shall have full notice and an opportunity to make defense.

No resignation requested by the postmaster, or by any one for him, will be accepted by the Department.

This order not only has the effect of deterring postmasters from submitting frivolous charges, but by giving the accused letter-carrier ample opportunity to prepare his defense accords him a right never before recognized.

LETTER-CARRIERS' UNIFORMS.

Following a precedent, and desiring to obtain for letter-carriers suits of the best material, uniform in color, quality, style, and manufacture, at the lowest price, the principal clothing manufacturers throughout the country were invited to submit prices for letter-carriers' spring and fall uniforms. About 40 proposals, with sample suits, were received and submitted to a commission appointed by the Postmaster-General, on whose report two firms were designated as having submitted the best suits at the lowest prices consistent with the quality, weight, and texture of the cloth, the style of the suits and quality of workmanship. Provision was made to inspect all uniforms made by these firms, and a letter-carrier, formerly a tailor, was detailed to do this work.

The action of this office was strictly in the interest of the letter-carriers, and was not intended to abrogate or modify section 613 of the Postal Laws and Regulations, as correspondents have been informed upon inquiry. However, the letter-carriers at a large majority of the free-delivery offices took advantage of the opportunities offered them and purchased uniforms of the firms selected by the commission. Reports received from the largest post-offices show most satisfactory results, the carriers in many instances expressing their opinion that at no time had such complete satisfaction been rendered in the manufacture of uniforms.

EXPERIMENTAL FREE DELIVERY.

The experiment of free delivery in the 46 towns and villages in which it was established about two years ago was continued during the fiscal year 1893-'94, at a cost of \$8,900.44. Nothing transpired during the year in connection with this service to cause me to change the opinion expressed in my last report against it. This service should be discontinued or—granting, for the sake of argument, that the experiment has shown satisfactory results—should be extended to 40,000 other post-offices. Placing the cost at \$250 per annum for each office, this service would require \$10,000,000 for the first year, with a certain annual increase thereafter. I can not recommend an innovation involving so large an expenditure of money with so small a return to the people, and therefore suggest that the experimental free delivery in towns and villages be discontinued at the close of the current fiscal year.

RURAL FREE DELIVERY.

Congress appropriated \$10,000 to be expended, in the discretion of the Postmaster-General, in testing the feasibility of establishing free delivery in rural districts. The time and attention of the officers of this Bureau were so engrossed in reducing the expenditures on account of the free delivery service already established to the insufficient appropriation provided by Congress, that no consideration could be given the question of rural free delivery. The amount appropriated for the purpose of this experiment was entirely too small to meet the cost of fair and satisfactory tests, and to have attempted them under such circumstances would have simply resulted in a waste of money. Such an experiment must be of sufficient scope to provide tests in many localities differing necessarily in density of population, topography, class of interests, and condition of highways and thoroughfares. For instance, a plan that might be efficient in a thickly settled rural district in New England, with its good pikes and stone roads, would not be at all practicable in certain parts of Ohio, in which the farmers are scattered and the roads during certain seasons of the year practically impassable; and a system that would prove satisfactory to the residents of New York, with its diversified farming interests, requiring quick and frequent communication with the markets, would have to be operated on a very different system from that which would meet the requirements of the farming communities of Minnesota or Colorado.

To make such tests would require a much larger appropriation than even that provided by Congress for the current year, viz, \$20,000, and, in the judgment of this office, to expend this amount would be inadvisable. The proposed system of rural free delivery would result in an additional cost to the people of about \$20,000,000 for the first year, and, whatever may be the future postal system of this country, I

do not believe the people are yet ready or willing to involve themselves in such a large expenditure for this purpose.

Two per cent of the \$30,000,000 that free delivery in towns and villages and in rural districts would cost, expended on reasonable and economical lines in improving the postal system as now organized, would produce more benefit to the people at large than would result from these very expensive extensions.

ESTIMATE FOR THE FISCAL YEAR 1895-'96.

The estimated expenditure on account of the Free Delivery Service for the fiscal year beginning July 1, 1895, and ending June 30, 1896, is itemized as follows:

| | | |
|------|---|------------------|
| (1) | 1, 183 letter-carriers at \$600 per annum..... | \$709, 800. 00 |
| (2) | 361 letter-carriers at \$800 per annum..... | 288, 800. 00 |
| (3) | 4, 414 letter-carriers at \$850 per annum..... | 3, 751, 900. 00 |
| (4) | 6, 786 letter-carriers at \$1, 000 per annum..... | 6, 786, 000. 00 |
| | <hr/> | |
| | 12, 744 | 11, 536, 500. 00 |
| (5) | For promotion of letter-carriers (act of August 2, 1892)..... | 229, 433. 64 |
| (6) | For substitutes for regular letter-carriers on vacation (act June 27, 1894), 12,744 at..... | 318, 600. 00 |
| | <hr/> | |
| | Total, fixed by law and admitting of no reduction | 12, 084, 533. 64 |
| (7) | For additional letter-carriers for the extension of service at established offices and for establishment thereof at new offices, equal to 350 for full year | 210, 000. 00 |
| (8) | For substitutes for additional carriers on vacation..... | 8, 750. 00 |
| (9) | For temporary carriers at watering places and summer resorts.... | 3, 500. 00 |
| (10) | For substitutes to assist regular carriers on holidays and in emergencies | 3, 500. 00 |
| (11) | For substitutes to serve the routes of letter-carriers who will be employed on local civil-service boards..... | 3, 000. 00 |
| (12) | For horse hire allowance | 285, 000. 00 |
| (13) | For car-fare allowance | 162, 000. 00 |
| (14) | For incidental expenses, letter boxes, posts and pedestals, furniture, satchels, straps, repairs, etc..... | 130, 000. 00 |
| | <hr/> | |
| | | 12, 890, 283. 64 |
| (15) | Estimated credit, by change of grade | 100, 000. 00 |
| | <hr/> | |
| | Leaving a net estimated expenditure of | 12, 790, 283. 64 |

This estimate shows a net increase of \$462,598.31 over the appropriation for the current fiscal year (\$12,327,685.33), or 3.75 per cent. Compared with the annual average increase since 1888 (9.38 per cent), these figures show that the estimate for next year is extremely conservative. I am confident, however, that it is sufficient to enable this Bureau to maintain, by careful and economical management, an efficient service and meet all requirements.

DIVISION OF POST-OFFICE SUPPLIES.

This division, under the management of a superintendent, is charged with the duty of supplying the necessary stationery, wrapping paper and twine, blanks and books, letter balances, scales, postmarking, canceling, and rubber stamps, canceling ink and pads to such post-offices as are by law entitled to the same, including twine and facing slips for the Railway Mail Service; inspecting all supplies on their receipt;

preparing all orders upon contractors for the articles required to be furnished through the medium thereof for use in post-offices and in the Department; preparing requisitions on the Public Printer for all blanks and books required in the postal service, including the Department proper; examining requisitions of postmasters and departmental officers for supplies, and issuing, packing, and transmitting the allowances made thereon; keeping accurate accounts with contractors, postmasters, and others, together with a record of all expenditures and allowances authorized under the several appropriations for post-office supplies; preparing specifications and advertisements for contracts for supplies and contracts for execution, when ordered by the Postmaster-General.

The work of this division, which has increased with the growth of the service, has been greater than in any previous year. The accompanying tables show the number of requisitions briefed, filled, and filed for various classes of supplies; packages, sacks, and cases sent out; principal articles furnished, and the most important items of clerical labor:

TABLE I.

| | Six months ended— | | Total fiscal year ended June 30, 1894. |
|---------------------------------------|-------------------|----------------|--|
| | Dec. 31, 1893. | June 30, 1894. | |
| Wrapping paper and twine | 17, 005 | 19, 430 | 36, 435 |
| Stamps | 9, 140 | 6, 372 | 15, 512 |
| Scales | 3, 731 | 4, 163 | 7, 894 |
| Blanks and books | 78, 794 | 91, 694 | 170, 488 |
| Canceling ink and stamping pads | 15, 392 | 14, 250 | 29, 642 |
| Stationery | 2, 106 | 1, 989 | 4, 095 |
| Total | 126, 168 | 137, 898 | * 264, 066 |

* An increase of 9,950 over the preceding year.

TABLE II.

| | Six months ended— | | Total fiscal year ended June 30, 1894. |
|----------------------------|-------------------|----------------|--|
| | Dec. 31, 1893. | June 30, 1894. | |
| From stationery room: | | | |
| Packages | 1, 044 | 1, 101 | 2, 145 |
| Sacks | 608 | 613 | 1, 221 |
| Cases | 2, 394 | 1, 264 | 3, 658 |
| From blank room: | | | |
| Packages | 123, 041 | 146, 566 | 270, 507 |
| Sacks | 2, 867 | 3, 678 | 6, 545 |
| From paper and twine room: | | | |
| Burlaps of twine | 3, 720 | 2, 300 | 6, 020 |
| Sacks of twine | 8, 427 | 10, 474 | 18, 901 |
| Sacks of paper | 7, 312 | 6, 741 | 14, 053 |
| Sacks of blanks | 1, 600 | 1, 294 | 2, 894 |
| Cases (scales) | 3, 953 | 4, 406 | 8, 359 |
| Packages registered | 1, 409 | 1, 507 | 2, 916 |

TABLE III.

| Articles. | Six months ended— | | Total fiscal year ended June 30, 1894. |
|--|-------------------|----------------|--|
| | Dec. 31, 1893. | June 30, 1894. | |
| Blanks..... | 29,064,091 | 48,894,705 | 78,558,796 |
| Facing slips..... | 269,385,860 | 303,572,800 | 572,958,760 |
| Books..... | 94,073 | 117,856 | 212,529 |
| Letter heads and follow sheets..... | 1,374,720 | 1,029,000 | 3,004,320 |
| Marking, rating, and canceling stamps..... | 11,806 | 9,016 | 20,822 |
| Jute twine: | | | |
| Small.....pounds.. | 572,364 | 566,571 | 1,138,935 |
| Coarse.....do.. | 3,383 | 2,736 | 6,119 |
| Cotton twine.....do.. | 6,720 | 2,854 | 9,574 |
| Flax.....do.. | 1,519 | 1,584 | 3,113 |
| Letter balances and scales..... | 3,953 | 4,406 | 8,359 |
| Wrapping paper.....reams.. | 20,346 | 22,204 | 42,550 |
| Canceling ink.....pounds.. | 10,951 | 8,260 | 19,211 |
| Inking pads..... | 10,705 | 9,098 | 19,803 |
| Envelopes..... | 861,525 | 787,850 | 1,649,375 |
| Card blotter.....sheets.. | 91,774 | 89,887 | 181,661 |
| Cardboard.....do.. | 25,533 | 25,047 | 50,580 |
| Scratch blocks..... | 17,852 | 14,825 | 32,777 |
| Slide labels..... | 3,000 | 32,000 | 35,000 |
| Examination cards..... | 360,000 | 384,000 | 744,000 |
| Rubber bands.....pounds.. | 5,077 | 5,943 | 11,020 |
| Rubber bands.....gross.. | 2,280 | 1,977 | 4,257 |
| Rubber erasers..... | 4,279 | 3,408 | 7,687 |
| Pens.....gross.. | 5,781 | 5,050 | 10,831 |
| Penholders..... | 49,373 | 39,064 | 88,437 |
| Lead pencils..... | 111,060 | 96,788 | 208,748 |
| Writing ink.....bottles.. | 11,444 | 1,973 | 13,427 |
| Mucilage.....do.. | 6,834 | 1,103 | 7,937 |
| Mucilage and inkstands..... | 5,082 | 2,883 | 7,971 |
| Sponge cups and paper weights..... | 2,364 | 1,384 | 3,748 |
| Steel erasers and envelope knives..... | 3,094 | 2,826 | 5,920 |
| Shears..... | 1,230 | 960 | 2,199 |
| Rulers and folders..... | 1,062 | 738 | 1,798 |
| Carbon and semicarbon paper.....sheets.. | 62,203 | 60,540 | 122,743 |
| Rubber stamps..... | 3,503 | 4,703 | 8,206 |
| Press copy books..... | 742 | 892 | 1,634 |
| Copying and blotting pads..... | 3,010 | 2,941 | 5,951 |
| Thumb tacks..... | 10,646 | 10,380 | 21,026 |
| Pen racks, clips, and letter files..... | 1,310 | 1,033 | 2,343 |
| Sealing wax.....pounds.. | 1,537 | 4,100 | 5,637 |
| Paper fasteners..... | 68,100 | 66,000 | 134,100 |
| Pins.....pounds.. | 511 | 435 | 946 |
| Pins.....papers.. | 1,886 | 1,426 | 3,312 |
| Sponge.....pounds.. | 180 | 123 | 283 |
| Shipping tags..... | 27,900 | 34,000 | 61,900 |
| Besides the above there have been received and disposed of during the same period the following: | | | |
| Packages from Government Printing Office..... | 41,751 | 26,175 | 77,926 |
| Letters not requisitions..... | 2,638 | 3,227 | 6,265 |

TABLE IV.

| | Six months ended— | | Total fiscal year ended June 30, 1894. |
|--|-------------------|----------------|--|
| | Dec. 31, 1893. | June 30, 1894. | |
| Entries of record: | | | |
| Wrapping paper and twine..... | 17,164 | 19,430 | 35,594 |
| Stamps..... | 8,588 | 8,028 | 16,616 |
| Scales..... | 3,731 | 4,163 | 7,894 |
| Ink and pads..... | 15,820 | 13,549 | 29,369 |
| Journals..... | 2,106 | 1,969 | 4,075 |
| Ledgers..... | 2,106 | 1,989 | 4,095 |
| Itemized accounts..... | 9,072 | 8,950 | 18,022 |
| Government Printer's accounts..... | 8,640 | 10,525 | 19,365 |
| Itemized: | | | |
| Accounts for first and second class offices..... | 825 | 825 | 825 |
| Inspectors' reports..... | 862 | 321 | 681 |
| Orders on contractors..... | 413 | 380 | 793 |
| Labels and tags written..... | 150,360 | 174,361 | 324,721 |
| Circular letters sent..... | 10,918 | 8,388 | 19,306 |
| Letters written..... | 2,840 | 3,461 | 6,301 |
| Receipts written..... | 7,327 | 7,520 | 14,847 |
| Memorandum bills filed..... | 804 | 714 | 1,518 |
| Duplicate bills passed..... | 393 | 366 | 759 |
| Advance exigency allowances to postmasters..... | 493 | 431 | 924 |
| Books of record and press copy books..... | 60 | 60 | 60 |

The appropriations and expenditures for the fiscal year ended June 30, 1894, are shown by the following:

TABLE V.

| | Appropriations. | Expenditures. |
|--|-----------------|---------------|
| Stationery, Post-Office Department..... | \$12,000 | \$5,767.57 |
| Stationery, first and second class offices..... | 57,000 | 32,578.87 |
| Marking and rating stamps, inks, and pads..... | 40,000 | 29,206.42 |
| Letter balances and scales..... | 18,000 | 7,232.35 |
| Wrapping paper..... | 60,000 | 50,039.00 |
| Twine..... | 90,000 | 81,603.40 |
| Packing boxes, sawdust, paste, and hardware..... | 1,500 | 1,032.68 |
| Printing facing slips, card slide labels..... | 10,000 | 7,456.92 |
| Printing and binding..... | 200,000 | 162,587.96 |
| Total..... | 488,500 | 378,505.17 |

The total expenditures (\$378,505.17) were 77½ per cent of the appropriations, leaving an unexpended balance of \$109,994.83. Reference to the appropriations and expenditures for the fiscal years 1891-'92 and 1892-'93, shows that in the former year out of an appropriation of \$508,000 there was expended the sum of \$475,225, or 93.5 per cent of the appropriation, while in the latter year out of an appropriation of \$547,122, the expenditures were \$487,700, or 89 per cent. The appropriations for the year 1893-'94 were less than 1892-'93 by \$58,622, but the unexpended balance was greater by \$50,572.83, and the expenditures amounted to only 77.5 per cent of the appropriations.

STATIONERY, FIRST AND SECOND CLASS OFFICES.

The amount of the appropriation for stationery required at first and second class post-offices was \$57,000; of which there was expended \$32,578.87, leaving an unexpended balance of \$24,421.13. Out of this appropriation stationery is also furnished to all the divisions of the Railway-Mail Service, the post-office inspectors in charge, and the stamp and postal-card agencies.

The increase in the number of post-offices naturally increases the expenditures for supplies. But the system of issuing stationery to postmasters of the first and second classes has been modified with good results. Formerly there was no data before this office showing the various articles on hand in a post-office when the postmaster ordered his supplies, but under the system recently inaugurated he is required to give an inventory of his stock. This enables the Department to determine the proper quantities he should receive, thereby saving thousands of dollars. It is estimated, in view of the above facts, that \$50,000 should be appropriated to meet the demands of this service for the fiscal year ending June 30, 1896.

FACING SLIPS, CARD SLIDE LABELS, BLANKS, BOOKS, ETC.

The amount appropriated for the above-named articles was \$10,000, out of which \$7,456.92 was expended, leaving a balance of \$2,543.08. During the year 269,401,000 facing slips were furnished first and second class offices; an increase of 45,261,000, involving an increased expenditure of \$606.50. It is estimated that at least 300,000,000 printed slips

will be required during the ensuing year. From this appropriation there are also furnished to postmasters entitled thereto "blanks and books of an urgent nature." Experience has shown that this work can be done at more reasonable rates and in shorter time when let to the lowest bidder. I respectfully recommend, in view of these facts, that the appropriation for the fiscal year for these items be placed at \$15,000, an increase of \$5,000, and that the annual appropriation for printing and binding (\$200,000) be correspondingly decreased.

TWINE.

From the \$90,000 appropriated for twine there was expended the sum of \$81,603.40 (*see* Table V), leaving a balance of \$8,396.60.

While the demand for jute twine and other post-office supplies constantly increases, owing to the continued growth of the postal service, there has been a saving of 136,135 pounds during the year, which at contract price amounts to \$9,788.10. The quantities issued for the fiscal years 1892-'93 and 1893-'94 were 1,275,070 and 1,138,935 pounds, respectively.

Taking into consideration the increased demand for this article it would be unwise to materially decrease the appropriation. Therefore I recommend that the sum of \$80,000 be appropriated for this item for the fiscal year ending June 30, 1896, the same as the appropriation for the fiscal year ending June 30, 1895.

WRAPPING PAPER.

The appropriation for wrapping paper was \$60,000, of which \$50,039 was expended, leaving a balance of \$9,961. The value of stock on hand July 1, as per inventory, was \$7,968.

The Department regulations require each package of letters or circulars sent through the mails to bear postmark, showing date, time of close or dispatch, etc., and for this service alone there were supplied 572,958,760 slips, equivalent to 33,157 reams of paper. The rapidly increasing demand for these slips is shown by comparison of these figures with the record for the three preceding years, which averaged 482,922,254, equivalent to 27,946 reams of paper. In view of the fact, however, that with each succeeding year the price of paper is gradually lowered and that the issue to postmasters of fourth-class offices has been practically abolished, it is estimated that an appropriation of \$50,000 will be sufficient for the fiscal year ending June 30, 1896.

STAMPS, INK, AND PADS.

The appropriation for stamps, ink, and pads was \$40,000. There was expended the sum of \$29,206.42, leaving a balance of \$10,793.58. A thorough system of examination of all requisitions for the above-named articles has been established, preventing the possibility of issuing duplicate stamps. The appropriation for these items was reduced from \$40,000 to \$30,000 for the fiscal year ending June 30, 1895. It is estimated that the same amount will be required for the fiscal year ending June 30, 1896.

STATIONERY, POST-OFFICE DEPARTMENT.

For stationery and free penalty envelopes \$12,000 was appropriated for the last fiscal year. The amount expended was \$5,767.57, leaving a balance of \$6,232.43.

The appropriation for stationery for the Post-Office Department for the year ending June 30, 1895, is \$8,000, a decrease of \$4,000. By the exercise of economy and the substitution of a lower grade of stationery this sum will be sufficient.

LETTER BALANCES AND SCALES.

Table V shows that out of an appropriation of \$18,000 there was expended the sum of \$7,232.35, leaving a balance of \$10,767.65.

Letter balances of 8-ounce capacity are furnished to all post-offices, 4-pound balances to offices where the receipts reach \$300 per annum, and 62, 240, or 600 pound scales to offices where second-class matter is received. All postmasters are now required, when making requisition for new scales, to forward the old or broken ones to the Department. Upon their receipt they are put in thorough repair, reboxed, and reissued. This new departure has resulted in the reclamation of nearly 1,500 scales, the saving effected thereby amounting to \$2,000. Taking into consideration the natural wear and tear upon scales which have been in service for a year or more, the constant growth of the service, and the continual establishment of new offices, it is not deemed wise to ask for a decrease in the appropriation.

PACKING BOXES, SAWDUST, PASTE, AND HARDWARE.

The appropriation for these items was \$1,500, out of which there was expended the sum of \$1,032.68, leaving a balance of \$467.32.

I recommend that the sum of \$1,500, be appropriated for the purchase of packing boxes, sawdust, hardware, and paste for the fiscal year ending June 30, 1896.

PRINTING AND BINDING.

The appropriation for printing and binding for the fiscal year was \$200,000, of which \$163,587.96 was expended, leaving a balance of \$36,412.04. The expenditure stated above does not represent the total cost of work forwarded to the Public Printer, for the reason that 175 requisitions remained unfinished on July 1, amounting to \$20,239.78, as per estimates and bills rendered by the Public Printer. This, added to the amount stated above, would represent an expenditure of \$183,827.74 instead of \$163,587.96; deducting the amount for bills carried over, viz, \$20,239.78, leaves \$179,760.22 out of the present appropriation to meet the demands of the service for the present fiscal year. In consideration of the above statement, I recommend that the appropriation for printing and binding for the fiscal year ending June 30, 1896, be fixed at \$195,000, provided the appropriation for printing facing slips, blanks, books, etc., be increased to \$15,000. If this be not done, I recommend that the present amount, \$200,000, be appropriated.

Estimates of appropriations for the Division of Post-Office Supplies for the year ending June 30, 1896, as compared with those submitted for the year ending June 30, 1895.

| | Estimate for 1895-'96. | Estimate for 1894-'95. | Decrease. | Increase. |
|---|---------------------------|---------------------------|-----------|-----------|
| Stationery, Post-Office Department..... | \$8,000 | \$12,000 | \$4,000 | ..... |
| Stationery, first and second class offices..... | 50,000 | 57,000 | 7,000 | ..... |
| Stamps, inks, and pads..... | 30,000 | 30,000 | ..... | ..... |
| Letter balances and scales..... | 15,000 | 15,000 | ..... | ..... |
| Wrapping paper..... | 50,000 | 50,000 | ..... | ..... |
| Twine..... | 80,000 | 80,000 | ..... | ..... |
| Packing boxes, sawdust, etc..... | 1,500 | 1,500 | ..... | ..... |
| Printing facing slips, labels, etc..... | 15,000 | 10,000 | ..... | \$5,000 |
| Printing and binding..... | 195,000 | 220,000 | 25,000 | ..... |
| Total..... | 444,500 | 475,500 | 38,000 | 5,000 |

The foregoing table shows a decrease in the amount asked of \$31,000, itemized as follows, viz: Stationery, Post-Office Department, \$4,000; stationery, first and second class offices, \$7,000; printing and binding, \$20,000.

MONEY-ORDER SYSTEM.

NUMBER OF OFFICES IN OPERATION.

Domestic money-order facilities were extended during the fiscal year ended June 30, 1894, to 952 additional post-offices and discontinued at 122 offices, leaving in operation at the close of the year 19,264 domestic money-order offices. During the same period 228 new international money-order offices were established and 10 discontinued, leaving 2,625 such offices in operation June 30, 1894.

LIMITED MONEY-ORDER OFFICES.

An act of Congress approved January 27, 1894, provides that the issue of postal notes shall cease after June 30, 1894, and—

That the Postmaster-General may authorize postmasters at post-offices other than those designated as money-order offices to issue money orders in the same form as provided for in the preceding section of this act, excepting that such money orders shall be in such form as to prevent their being drawn for a sum in excess of five dollars; the rates for such money orders to be the same as those provided for in section two of this act, and post-offices so authorized shall be designated "limited money-order offices."

There were 711 postal-note offices (offices authorized to issue but not to pay postal notes) in operation June 30, 1893; to this number 105 were added during the year and 93 discontinued (36 of which were made money-order offices), leaving 723 postal-note offices in operation June 30, 1894, when the issue of postal notes ceased. These were selected as offices for the issue of the new limited money orders for sums not exceeding \$5 each, and were, in pursuance of the provision of the act above cited, equipped as "Limited money-order offices" and authorized to commence business July 2, 1894. Statistics are not now obtainable to show the number of orders issued at these limited offices during the three months in which they have been in operation.

DOMESTIC MONEY ORDERS ISSUED AND PAID.

The operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1894, are shown in the following table:

Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1894.

| Fiscal year ended— | Number of money-order offices in operation. | Amount of orders issued. | Amount of orders paid and repaid. | Amount of fees and miscellaneous receipts. | Amount of expenses paid from proceeds. | Excess of expenses paid from proceeds over receipts. | Excess of receipts over expenses paid from proceeds. |
|--------------------|---|--------------------------|-----------------------------------|--|--|--|--|
| June 30, 1865.. | 419 | \$1,360,122.52 | \$1,313,577.08 | \$11,536.40 | \$18,584.37 | \$7,047.97 | |
| June 30, 1866.. | 766 | 3,977,259.28 | 3,903,890.22 | 35,803.06 | 28,664.27 | | \$7,138.79 |
| June 30, 1867.. | 1,224 | 9,229,327.72 | 9,071,240.73 | 70,889.57 | 44,628.96 | | 26,260.61 |
| June 30, 1868.. | 1,468 | 16,197,858.47 | 16,118,537.03 | 124,503.19 | 70,345.04 | | 54,158.15 |
| June 30, 1869.. | 1,466 | 24,848,058.98 | 24,654,123.46 | 176,247.87 | 110,694.00 | | 65,553.87 |
| June 30, 1870.. | 1,694 | 34,054,184.71 | 33,927,924.79 | 235,537.05 | 145,382.42 | | 90,174.63 |
| June 30, 1871.. | 2,076 | 42,164,118.03 | 42,027,336.31 | 295,563.38 | 194,381.60 | | 101,181.78 |
| June 30, 1872.. | 2,452 | 48,515,532.72 | 48,419,644.07 | 350,499.40 | 244,521.63 | | 105,977.77 |
| June 30, 1873.. | 2,775 | 57,516,216.69 | 57,295,012.27 | 354,816.96 | 286,232.66 | | 68,584.00 |
| June 30, 1874.. | 3,069 | 74,424,854.71 | 74,210,156.25 | 462,238.54 | 357,040.42 | | 105,198.12 |
| June 30, 1875.. | 3,404 | 77,431,251.58 | 77,361,690.75 | 494,717.27 | 374,575.18 | | 120,142.00 |
| June 30, 1876.. | 3,401 | 77,035,972.78 | 77,106,338.85 | 647,021.52 | 456,250.68 | | 190,770.84 |
| June 30, 1877.. | 3,697 | 72,820,509.70 | 72,908,475.25 | 624,409.66 | 524,478.47 | | 99,931.19 |
| June 30, 1878.. | 4,143 | 81,442,864.87 | 81,279,910.80 | 716,638.98 | 513,686.01 | | 202,952.37 |
| June 30, 1879.. | 4,512 | 88,254,641.02 | 88,006,200.20 | 789,347.09 | 575,386.32 | | 223,960.77 |
| June 30, 1880.. | 4,829 | 100,352,818.83 | 100,165,062.78 | 917,091.58 | 659,516.50 | | 257,575.08 |
| June 30, 1881.. | 5,163 | 105,075,769.35 | 104,924,853.61 | 967,772.93 | 715,458.29 | | 252,314.64 |
| June 30, 1882.. | 5,491 | 113,400,118.21 | 113,388,301.90 | 1,054,538.62 | 774,197.45 | | 280,341.17 |
| June 30, 1883.. | 5,927 | 117,329,406.31 | 117,344,281.78 | 1,102,838.42 | 791,133.75 | | 311,704.67 |
| June 30, 1884.. | 6,310 | 122,121,261.98 | 121,971,083.80 | 950,479.39 | 702,603.80 | | 247,875.59 |
| June 30, 1885.. | 7,056 | 117,858,921.27 | 117,996,205.06 | 925,125.03 | 681,150.06 | | 243,974.97 |
| June 30, 1886.. | 7,357 | 113,819,521.27 | 113,885,463.04 | 922,781.97 | 689,758.38 | | 233,023.50 |
| June 30, 1887.. | 7,853 | 117,402,660.89 | 117,264,026.68 | 914,076.57 | 402,458.59 | | 511,617.98 |
| June 30, 1888.. | 8,211 | 119,649,064.98 | 119,743,345.25 | 947,316.56 | 406,043.79 | | 511,272.77 |
| June 30, 1889.. | 8,727 | 115,081,845.79 | 115,281,906.94 | 933,821.35 | 390,856.65 | | 533,964.70 |
| June 30, 1890.. | 9,382 | 114,362,757.12 | 114,347,631.35 | 951,293.63 | 426,919.43 | | 524,374.20 |
| June 30, 1891.. | 10,070 | 119,122,236.50 | 118,843,875.71 | 1,005,298.19 | 455,028.36 | | 549,671.83 |
| June 30, 1892.. | 12,069 | 120,066,801.07 | 120,121,754.19 | 1,037,027.45 | 489,526.73 | | 547,500.72 |
| June 30, 1893.. | 18,434 | 127,576,433.65 | 127,697,381.70 | 1,121,207.62 | 552,256.34 | | 568,951.28 |
| June 30, 1894.. | 19,264 | 138,793,579.49 | 138,725,229.29 | 1,212,338.19 | 586,747.22 | | 625,590.97 |
| Total | | 2,471,355,470.38 | 2,469,305,382.02 | | | | |

DOMESTIC MONEY ORDERS ISSUED AND PAID.

The number of domestic money orders issued during the year was 14,304,041, amounting to \$138,793,579.49
 The number of domestic orders paid was 14,136,886, amounting to \$137,693,439.44
 The number repaid was 104,843, amounting to 1,031,789.85

Making the total number of payments and repayments 14,241,729, amounting to 138,725,229.29

Excess of issues over payments and repayments, 62,312 orders, amounting to 68,350.20

The gross amount of fees received by postmasters from the public for the issue of domestic money orders was \$1,210,582.16, being \$90,410.84 more than the amount received in the preceding year.

The above figures, compared with those of the previous year, show:

(1) An increase in the number of orders issued of 994,306, or 7.47 per cent.

(2) An increase in the number of orders paid of 901,874, or 6.81 per cent, and in the number of orders repaid of 14,733, or 16.35 per cent.

(3) An increase in the amount of orders issued of \$11,217,145.84, or 8.79 per cent.

(4) An increase in the amount of orders paid of \$10,828,181.75, or 8.53 per cent, and of \$199,665.84, or 23.99 per cent, in the amount of orders repaid.

The average amount of the orders issued was about \$9.70, or 11 cents more than the average of the year ended June 30, 1893.

The average fee received was 8.46 cents, being 0.04 of a cent more than the average fee received in the previous year.

POSTAL NOTES ISSUED AND PAID.

| | |
|--|--------------------|
| The number of postal notes issued during the year was 7,765,310, amounting to | \$12, 649, 094. 55 |
| The number of postal notes paid was 7,762,654, amounting to..... | 12, 644, 844. 79 |

| | |
|---|------------|
| The excess of issues over payments being 2,656, amounting to. | 4, 249. 78 |
|---|------------|

The total amount of fees received from the public (including fees received for duplicates of invalid notes) was \$233,503.56, an increase of \$89.37, or 0.03 per cent over the amount received the preceding year.

A comparison of the above figures with those of the preceding year shows:

(1) An increase of 12,100, or 0.15 per cent, in the number of postal notes issued, and of 21,231, or 27 per cent, in the number of postal notes paid.

(2) A decrease of \$253,982.18, or 1.97 per cent, in the amount of postal notes issued, and of \$269,829.51, or 2.08 per cent, in the amount of postal notes paid.

The average amount of postal notes issued was \$1.60, being 6 cents less than the average amount of postal notes issued in the preceding year.

INTERNATIONAL MONEY-ORDER BUSINESS.

A direct exchange of money orders between this country and the British colony of Hongkong commenced on July 1, 1894, in pursuance of the provisions of a convention concluded for that purpose, a copy of which is hereto appended. Prior to the date mentioned money-order business with that colony was conducted by an indirect exchange through Great Britain. Negotiations were commenced during the year, and are still pending, for the establishment of an exchange of money orders between this country and Greece.

INTERNATIONAL MONEY ORDERS ISSUED AND PAID.

| | |
|---|--------------------|
| The number of orders issued in the United States during the year for payment abroad was 917,823, amounting to..... | \$13, 792, 455. 31 |
| The number of orders of foreign issue paid in the United States was 361,180, amounting to..... | \$6, 568, 493. 78 |
| The number of orders repaid was 3,581, amounting to. | 44, 998. 75 |

| | |
|---|-----------------|
| Making the total number of payments and repay- ments 364,761, amounting to | 6, 613, 492. 53 |
|---|-----------------|

| | |
|---|-----------------|
| Excess of issues over payments and repayments, 553,062, amount- ing to | 7, 178, 962. 78 |
| The total amount of fees received for the issue of international orders was..... | 172, 718. 75 |

Being \$29,562.55, or 14.61 per cent, less than the amount of fees received during the preceding year.

The above figures, by comparison with those of the preceding year, show—

(1) A decrease in the number of international orders issued of 138,176, or 13.08 per cent, and a decrease in the amount of international orders issued of \$2,549,382.55, or 15.60 per cent.

(2) An increase in the number of international orders paid and repaid of 60,580, or 19.91 per cent, and an increase in the amount of international orders paid and repaid of \$1,286,010.55, or 24.14 per cent.

(3) A decrease in the total number of issues, payments, and repayments of international orders of 77,596, or 5.70 per cent, and a decrease in the amount thereof of \$1,263,372, or 6.19 per cent.

The average amount of international orders issued was \$15.03, the average for the previous year was \$15.48. The average fee received was 18.82 cents, while the average fee for the preceding year was 19.16 cents.

The amount of money orders issued in this country for payment in European countries exceeds the value of the orders issued by those countries for payment here, and the balances in favor of the foreign countries are liquidated by means of bills of exchange purchased of banking houses in New York City. The total amount of such bills of exchange bought during the year was \$7,398,954.26. The exchange received from foreign countries in payment of balances due the United States amounted to \$259,877.82.

SUMMARY OF ISSUES AND PAYMENTS.

The total of domestic and international money orders and of postal notes issued during the year was 22,987,174, amounting to \$165,235,129.35, being an increase in the number of issues over those of the previous year of 868,230, or 3.92 per cent, and in the amount of such issues of \$8,413,781.11, or 5.36 per cent.

The total number of payments and repayments was 22,369,144, amounting to \$157,983,566.61, an increase in number of 998,398, or 4.67 per cent, and in amount of \$12,044,028.63, or 8.25 per cent. The gross amount of fees received for the issue of domestic and international money orders and postal notes was \$1,616,804.47, an increase of \$60,937.66, or 3.92 per cent.

DUPLICATE MONEY ORDERS AND POSTAL NOTES.

In case of the loss or destruction of a money order, or when it bears more than one indorsement, a duplicate is issued by this office. Duplicates are also issued in favor of the remitters of money orders which were drawn payable to persons conducting schemes which the Postmaster-General has declared to be fraudulent. The number of duplicate domestic orders issued during the year was 29,756, being 732 more than the number issued the preceding year.

In lieu of invalid postal notes—that is, notes which have not been paid within three months from the last day of the month of issue—duplicates to the number of 9,604 were issued, being an increase of 288.

Duplicates of lost international money orders were issued by this office during the year to the number of 1,624, being 259 more than in the previous year.

An international money order issued in this country may not be repaid by the issuing postmaster except upon an authorization for repayment issued by this office; 3,974 such authorizations were issued during the year.

In like manner a money order drawn in a foreign country for payment here may not be repaid by the issuing postmaster unless authority for repayment be given by this office to the foreign office. Authorizations of this character were issued during the year to the number of 2,974.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

It is important to the successful operation of the money-order system that the funds received from the issue of orders at offices where the payments are few shall be promptly remitted to offices where the payments are more numerous and larger in amount than the issues, and accordingly the postmaster at every money-order office (New York excepted) is required to remit daily, except when the amount is less than \$50, to some post-office designated as a depository, all his surplus money-order funds; that is, all money-order funds in excess of the sum of the unpaid money-order advices on hand not exceeding two weeks, or in excess of a fixed sum which he may have been authorized to retain for the payment of money orders, and which is termed his "reserve." The funds not needed at other depositories eventually reach the post-office at New York, the latter being the main depository and monetary center of the system, upon which drafts are drawn by postmasters at offices where the receipts from sales or from deposits and sales are less than the amount of orders presented for payment at the same offices. The aggregate amount of remittances of surplus money-order funds made during the year ended June 30, 1894, was \$122,516,839.85.

LOST REMITTANCES, BURGLARIES, ETC.

By the provisions of the acts of March 17, 1882, and May 9, 1888, the Postmaster-General is empowered to allow postmasters credit for losses of money-order funds in transit or otherwise, resulting from burglary, fire, or other unavoidable casualty. There were referred during the year to the assistant attorney-general for the Post-Office Department for adjudication 282 cases of such alleged losses, amounting to \$16,677, being 102 more than the previous year. In 187 of these cases the claims of the postmasters, amounting to \$10,399.80, were allowed; in 75, amounting to \$5,223.25, the claims were disallowed, and the remaining 20 cases, involving \$1,053.95, were withdrawn or dismissed, it having been ascertained after the filing of the claim that no loss had actually occurred.

DRAFTS AND TRANSFERS.

The regulations require a postmaster at a money-order office, who is called upon to pay money orders to an amount in excess of the money-order funds in his hands, to use the postal funds in his possession by transfer thereof to the money-order account; and if the postal and money-order funds together will not suffice for the payment of such orders, to apply to this office for a draft for the necessary amount on the postmaster at New York. If applications from a postmaster for drafts are very frequent, or his use of the postal funds for the payment of money orders is continuous, he is furnished by the Department with a book of blank drafts, and at the same time is granted a credit with the postmaster at New York, against which he may draw when necessary. The total amount of the drafts paid by the postmaster at New York during the fiscal year was \$12,205,755.46. It is found convenient at some offices occasionally to transfer funds from the money-order to the

postal account. Notice of a transfer from either account to the other is required to be sent to the Auditor for the Post-Office Department, who keeps an account thereof, and reports to this office the aggregate amounts of the transfers made during the quarter and the balance found to be due from the money-order to the postal fund. The balances so reported are repaid by the deposit of an equivalent sum from the money-order funds with the Assistant Treasurer of the United States at New York to the credit of the Treasurer of the United States for the service of the Post-Office Department. The following table shows the amount of the transfers for each quarter of the fiscal year ended June 30, 1894:

| Quarter ended— | Transferred to money-order account. | Transferred to postal account. | Balance due postal account. | Date balance repaid. |
|-------------------------|-------------------------------------|--------------------------------|-----------------------------|----------------------|
| September 30, 1893..... | \$394, 443. 56 | \$37, 142. 00 | \$357, 301. 56 | Jan. 22, 1894 |
| December 31, 1893..... | 372, 905. 84 | 9, 694. 46 | 363, 211. 38 | Apr. 17, 1894 |
| March 31, 1894..... | 444, 986. 50 | 6, 867. 33 | 438, 119. 17 | July 7, 1894 |
| June 30, 1894..... | 296, 681. 75 | 26, 499. 09 | 270, 182. 66 | Oct. 3, 1894 |

ERRONEOUS PAYMENT OF MONEY ORDERS.

The following table shows the number of cases of alleged improper payment of money orders referred to the Department for investigation during the year ended June 30, 1894, the amounts involved, and the disposal made thereof:

| | No. of cases. | Amount involved. |
|--|---------------|------------------|
| Whole number of cases referred..... | 199 | \$3, 857. 65 |
| Found upon investigation to have been properly paid..... | 63 | 1, 216. 90 |
| Recovered..... | 33 | 487. 21 |
| Charged to postmaster at fault..... | 47 | 722. 44 |
| Remitter of order held responsible..... | 1 | 28. 45 |
| Loss assumed by the Department..... | 5 | 322. 00 |
| Unsettled..... | 50 | 1, 082. 65 |
| Total..... | 199 | 3, 857. 65 |

RECEIPTS AND EXPENDITURES.

The receipts and expenditures of the money-order system for the fiscal year, as reported by the Auditor for the Post-Office Department, were as follows:

DOMESTIC MONEY-ORDER BUSINESS.

Receipts.

| | | |
|---|-------------------|-------------------|
| Amount received for fees on orders issued..... | \$1, 210, 582. 16 | |
| Amount received from miscellaneous sources..... | 1, 756. 03 | |
| Total..... | | \$1, 212, 338. 19 |

Expenditures.

| | | |
|---|----------------|--------------|
| Amount allowed postmasters for commissions..... | \$446, 961. 45 | |
| Incidental expenses..... | 97, 372. 93 | |
| Lost remittances, burglaries, etc..... | 10, 522. 07 | |
| Bad debts..... | 31, 890. 77 | |
| Excess of receipts over expenditures..... | | 586, 747. 22 |
| | | 625, 590. 97 |
| Increase over amount of previous year..... | | 56, 639. 69 |

The amount paid for blanks, blank books, printed and engraved matter used in the transaction of domestic money-order business, as well as for stationery used exclusively in the money-order business as post-offices, and other minor expenses, such as cost of money-order dating stamps, numbering stamps, stamp ribbons, etc., is included in the above-noted item of incidental expenses.

The total amount expended for blanks, blank books, engraved money-order drafts and other printed matter furnished by contractors for use in the money-order business (exclusive of the sum paid for engraving postal-note forms) was \$39,644.47.

POSTAL-NOTE BUSINESS.

Receipts.

Amount received for fees on notes issued \$233, 503. 56

Expenditures.

Amount allowed postmasters for commissions..... \$62, 333. 79

Amount allowed postmasters for incidental expenses..... 25, 089. 37

87, 423. 16

Excess of receipts over expenditures 146, 080. 40

Increase over amount of previous year 9, 453. 67

The sums of \$21,583.40 paid during the fiscal year for blank engraved postal notes, and \$622.77 paid for plyer punches used in the issue of postal notes, are included in the item of incidental expenses above noted.

INTERNATIONAL MONEY-ORDER BUSINESS.

Receipts.

Amount received for fees on orders issued \$172, 718. 75

Gain on exchange..... 62, 335. 39

\$235, 054. 14

Expenditures.

Amount allowed postmasters for commissions..... \$4, 365. 86

Amount allowed postmasters for incidental expenses..... 6, 303. 29

10, 669. 15

Amount allowed foreign countries for excess of commissions. 35, 638. 96

Amount allowed foreign countries for incidental expenses.. 76. 14

\$35, 715. 10

Excess of receipts over expenditures..... 188, 669. 89

235, 054. 14

Decrease from amount of previous year..... 19, 817. 49

POST-OFFICE INSPECTORS PAID OUT OF MONEY-ORDER PROCEEDS.

Under section 4020 of the Revised Statutes certain post-office inspectors are paid out of the proceeds of money-order business. The Fourth Assistant Postmaster-General reports that 20 inspectors were so paid during the fiscal year ended June 30, 1894, at a total expenditure of \$57,899.95 for salaries, per diem, allowances, expenses, etc., being \$37.41 more than the preceding year.

REVENUE.

The revenue derived from the money-order business is, in pursuance of law, deposited to the credit of the Treasurer of the United States for the service of the Post-Office Department. Such deposits are made

quarterly with the Assistant Treasurer of the United States, at New York, upon receipt of a statement from the Auditor of the amount which has accrued. The deposits made during the last fiscal year are shown in the following table:

| Revenue for quarter ended— | Amount. | Deposited. |
|----------------------------|--------------|---------------|
| September 30, 1893..... | \$232,497.92 | Jan. 23, 1894 |
| December 31, 1893..... | 283,787.17 | Apr. 18, 1894 |
| March 31, 1894..... | 242,600.68 | July 9, 1894 |
| June 30, 1894..... | 201,445.49 | Oct. 4, 1894 |
| Total..... | 960,341.26 | |

This total revenue exceeds by \$46,275.87 the revenue of the preceding year.

UNPAID MONEY ORDERS.

In pursuance of the provisions of the act of March 3, 1883, and by direction of the Postmaster-General, the sum of \$1,250,000 of money-order funds which had gradually accumulated in the subtreasury at New York from the amounts of money orders which have not been presented for payment by the holders thereof was deposited on October 6, 1893, with the Treasurer of the United States for the service of the Post-Office Department, and became available as a part of the postal revenues for the fiscal year ended June 30, 1894. This was the first deposit which has been made on account of unpaid money orders since the inauguration of the system.

NEW FORM OF MONEY ORDERS.

An act of Congress approved January 27, 1894, provides—

That the Postmaster-General shall furnish money-order offices with printed or engraved forms for domestic money orders in such form as will provide for coupons that, by separation from the money orders, will designate the amounts for which the money orders are drawn, and no money order shall be valid unless drawn upon such form. And it shall be the duty of postmasters to forward to the Auditor of the Treasury for the Post-Office Department said coupons with their money-order accounts.

Soon after the passage of this act steps were taken to cause the printing of blank domestic money orders of a new design and with the feature of a coupon and marginal check in conformity with the requirements of the law above cited, the coupon and marginal check being designed to facilitate checking of the accounts of the issuing postmasters in the Auditor's office. Books of the new form of money order were furnished to all money order offices prior to July 1, 1894, the date on which the law took effect. The blank money orders of the old issue remaining on hand in post-offices on that date were recalled, carefully examined, destroyed, and certificates in lieu of the forms destroyed have been furnished to the Auditor for use in the adjustment of the postmasters' accounts. A like course has been pursued with regard to the blank postal notes remaining unused in post-offices on July 1, 1894. The new form of money order which has been in use about three months appears to give general satisfaction to the patrons of the system. A few criticisms as to its size and form have reached the Department, and I shall take occasion, from time to time, to recommend such changes in the form, size, and arrangement of the printed matter thereon as experience may suggest to be in the line of improvement for the more efficient transaction of the business, and with the aim constantly in view of a

practical adaptation of the money order to the requirements of present commercial usages.

It was to be expected that in a radical change of the form such as has been made, the employes in the service unfamiliar with the new form would commit blunders in detaching the money order from the marginal check, and while many mistakes of this kind have been made, they are recently of less frequent occurrence, and it is believed will ere long entirely cease.

The act of January 27, 1894, also provided for a reduction in the fees for the issue of domestic money orders, and in accordance with the provisions of that act the following schedule of fees was adopted on July, 1, 1894, viz:

| | Cents. |
|--|--------|
| For orders not exceeding \$2.50 | 3 |
| Exceeding \$2.50 and not exceeding \$5 | 5 |
| Exceeding \$5 and not exceeding \$10 | 8 |
| Exceeding \$10 and not exceeding \$20 | 10 |
| Exceeding \$20 and not exceeding \$30 | 12 |
| Exceeding \$30 and not exceeding \$40 | 15 |
| Exceeding \$40 and not exceeding \$50 | 18 |
| Exceeding \$50 and not exceeding \$60 | 20 |
| Exceeding \$60 and not exceeding \$75 | 25 |
| Exceeding \$75 and not exceeding \$100 | 30 |

The statistics are not yet obtainable to ascertain what effect, if any, upon the number of orders issued or upon the revenue of the money-order business has been produced by the important changes in the money-order system, viz, the reduction of fees for domestic money orders, the adoption of a new form of money order, and the discontinuance of the issue of postal notes provided for in the act of January 27, 1894.

DEAD-LETTER OFFICE.

The number of pieces of original dead mail matter received during the year for treatment was 7,101,044; a decrease of 29,983 pieces from the preceding year, instead of an annual increase of this class of matter, which in 1893 amounted to 349,847. These figures show a difference in favor of the last year over the preceding one of 379,830, and indicate a larger degree of efficiency on the part of the general postal service.

It is believed also that this decrease is attributable in part to the efforts of this office to secure a more speedy return of unclaimed mail matter to the senders by postmasters without the unnecessary delay of having it sent to the Dead-Letter Office for treatment, and with this object in view printed placards, requesting the patrons of the mails to place their names and addresses on the envelopes and valuable packages intrusted to the mails, was furnished to post-offices throughout the United States, and the postmasters were instructed to post them in a conspicuous place in their offices and call the attention of their patrons to them. Nearly 300,000 were sent out by this office during the year, an extra number of copies being sent to postmasters of some of the larger cities, upon their request, for distribution to their patrons.

There was also a circular prepared and sent out by this office to all postmasters, calling special attention to the different sections of the Postal Laws and Regulations governing the treatment of mail matter to be sent to the Dead-Letter Office, intended to aid postmasters in construing the sections referred to, and to prevent, as far as possible,

the sending of mail matter to the Dead-Letter Office which does not properly belong there.

An efficient force of clerks from this division has been detailed for the past six months in the preparation of a street directory of the streets, avenues, etc., of the principal cities of the United States, for use in this office and free-delivery post-offices, which will be of considerable assistance in forwarding to its proper destination misdirected and illegibly addressed mail matter. This work is now in the hands of the printer, and will soon be ready for distribution to all free-delivery post-offices.

It is gratifying to note the amount of work done and the increased efficiency in the delivery of mail matter from this office during the past fiscal year. The number of parcels and letters delivered was 2,975,098, against 2,707,838 for the fiscal year ended June 30, 1893, a gain of 267,260 pieces, the highest percentage in delivery of mail matter yet attained by the Dead-Letter Office. This has been accomplished without any increase of the clerical force.

Of the letters and parcels opened and recorded, 28,581 contained money amounting to \$38,255.06; 29,020 contained drafts, money orders, etc., with a face value of \$1,057,368.69; 4,170 contained postal notes, value, \$5,898.73; 40,214 contained paid notes, receipts, legal and other papers of a miscellaneous character; 35,041 contained photographs; 151,868 contained postage stamps; 94,452 contained articles of merchandise, books, etc.; 1,000 contained manuscript, and 5,915,645 were letters without separate inclosures.

There were restored to the owners 18,083 letters containing \$28,077.97; 27,910 containing drafts, notes, money orders, etc., with face value of \$966,979.13; 4,033 postal-note letters, value, \$5,606.57; 36,076 containing miscellaneous papers; 33,491 containing merchandise, books, etc.; 27,137 containing photographs; 140,740 containing postage stamps; 597 containing manuscript, and 1,885,836 without separate inclosures of value, the remainder being either not returnable or in process of restoration.

The large amount of money received, mainly in unregistered letters, is worthy of special note. A considerable proportion of these letters were so carelessly or obscurely addressed that their delivery was impossible, while the failure on the part of senders to sign their full names and to indicate their correct addresses has rendered unavailing the efforts to return them. The employment of the ordinary mails for the purpose indicated should be constantly discouraged, and every effort made to promote the use of money orders and registration, the cost of which has been materially cheapened by recent legislation. As you are aware, letters with money inclosures may be reclaimed any time within four years, and all applications therefor should be addressed to the First Assistant Postmaster-General, Dead-Letter Office. It is to be presumed that want of information on the part of the public prevents application for this class of matter after a considerable lapse of time, and is thus responsible for a considerable proportion of the sum finally covered into the Treasury. With a view to remedying this difficulty, at least to some extent, this office transmits to applicants with its regular correspondence a leaflet, supplying in a condensed form the information referred to, with much other bearing upon the treatment of the various classes of mail matter. It is hoped that by this and other means that may from time to time be suggested the public may become better informed as to the operations of this branch of the service, and that the service itself may be rendered more efficient in consequence.

A correct account has been kept of all circular matter passing through the Dead-Letter Office this year, and it may be interesting to note that of the 5,915,645 letters without valuable inclosures which passed through the office, 989,037 were printed matter, such as lottery and advertising circulars of different character intended for general distribution and not desired to be returned, sent out under letter postage, sealed, and therefore classed in the report as "letters received." The bulk of the other matter which could not be returned consisted of letters without the writer's address, with illegible signatures, or obscene matter, etc.

The following tabular statement will show in detail the receipts, classification, treatment, and disposition of all matter handled in the Dead-Letter Office during the fiscal year:

CLASSIFICATION, TREATMENT, AND DISPOSITION OF MAIL MATTER IN THE DEAD-LETTER OFFICE DURING THE FISCAL YEAR ENDED JUNE 30, 1894.

The mail matter treated during the year was classified as follows:

| | |
|--|-----------------|
| 1. Domestic mailable letters: | |
| (a) Ordinary unclaimed letters..... | 5,367,310 |
| (b) Letters returned from hotels..... | 227,237 |
| (c) Letters bearing fictitious addresses..... | 45,068 |
| (d) Letters returned from foreign countries..... | 238,264 |
| (e) Ordinary letters without inclosures, sent to writers and returned on failure to deliver..... | 188,562 |
| | <hr/> 6,066,441 |
| 2. Domestic unmailable letters: | |
| (a) Letters held for postage..... | 86,183 |
| (b) Letters misdirected or only partially addressed..... | 362,269 |
| (c) Letters without address..... | 30,939 |
| (d) Miscellaneous..... | 3,305 |
| | <hr/> 482,696 |
| 3. Domestic parcels of third and fourth class matter..... | 82,374 |
| 4. Letters mailed in foreign countries..... | 570,184 |
| 5. Printed matter, samples, etc., mailed in foreign countries and returnable..... | 59,935 |
| 6. Registered articles: | |
| (a) Domestic origin..... | 7,711 |
| (b) Foreign origin..... | 22,918 |
| | <hr/> 30,629 |
| Total..... | <hr/> 7,292,259 |

The mail matter treated during the year was disposed of as follows:

| | |
|--|-----------|
| Domestic mailable letters: | |
| Card and request letters delivered unopened..... | 86,860 |
| Letters opened (disposed of as detailed below)..... | 5,791,014 |
| Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver and subsequently destroyed..... | 188,562 |
| Domestic unmailable letters: | |
| Held for postage, forwarded unopened to addresses on receipt of postage..... | 3,627 |
| Held for postage, forwarded to officials unopened..... | 281 |
| Held for postage, returned to card address..... | 1,350 |
| Held for postage, opened (disposed of as below)..... | 80,729 |
| Held for postage, on hand at close of year..... | 196 |
| Misdirected letters forwarded unopened after correction of address .. | 53,127 |
| Misdirected letters returned to card address..... | 510 |
| Misdirected letters opened (disposed of as below)..... | 308,637 |
| Letters without address opened (disposed of as below)..... | 30,939 |
| Miscellaneous unmailable letters opened (disposed of as below)..... | 3,305 |
| Domestic third and fourth class matter: | |
| Parcels opened and disposed of as below..... | 82,374 |

Foreign matter:

| | | |
|---|----------|----------|
| Letters returned to country of origin or delivered to address. | 568, 061 | |
| Letters on hand at close of year | 2, 123 | |
| Parcels of printed matter, samples, etc., returned unopened or delivered to addresses..... | 59, 935 | 630, 119 |

Registered articles:

| | | |
|--|--------|--------|
| Domestic: | | |
| Of domestic origin, delivered unopened | 4, 718 | |
| Of domestic origin, opened..... | 2, 993 | |
| | | 7, 711 |

Foreign:

| | | |
|---|---------|---------|
| Returned to country of origin or delivered to addresses.. | 22, 726 | |
| On hand at close of year..... | 192 | |
| | | 22, 918 |

Total 7, 292, 259

The following was the disposition of mail matter opened in the Dead-Letter Office:

Delivered:

| | | |
|---|-------------|-------------|
| Letters containing money..... | 18, 083 | |
| Letters containing drafts, money orders, etc..... | 27, #10 | |
| Letters containing postal notes..... | 4, 033 | |
| Letters containing miscellaneous papers, etc..... | 36, 076 | |
| Letters containing postage stamps..... | 140, 740 | |
| Letters containing manuscript..... | 597 | |
| Letters containing nothing of value..... | 1, 885, 836 | |
| Photographs..... | 27, 137 | |
| Parcels of merchandise, books, etc..... | 33, 491 | |
| | | 2, 173, 903 |

Returned to owners and awaiting evidence of delivery:

| | | |
|--|--------|--------|
| Letters containing money..... | 1, 310 | |
| Letters containing drafts, notes, etc..... | 807 | |
| Letters containing postal notes..... | 346 | |
| Letters containing nothing of value..... | 28 | |
| Photographs..... | 9 | |
| Parcels of merchandise, books, etc..... | 17 | |
| | | 2, 517 |

Under treatment looking to delivery:

| | | |
|---|--------|--------|
| Letters containing money..... | 2, 030 | |
| Letters containing drafts, money orders, etc..... | 97 | |
| Letters containing postal notes..... | 12 | |
| Letters containing nothing of value..... | 3, 000 | |
| Parcels of merchandise, books, etc..... | 251 | |
| | | 5, 390 |

Filed upon failure to deliver, subject to reclamation:

| | | |
|---|---------|---------|
| Letters containing money..... | 12, 513 | |
| Letters containing drafts, notes, etc..... | 1, 593 | |
| Letters containing postal notes..... | 257 | |
| Letters containing miscellaneous papers, etc..... | 3, 732 | |
| Letters containing postage stamps..... | 3, 876 | |
| Letters containing manuscript..... | 403 | |
| Photographs..... | 7, 895 | |
| Letters containing nothing of value..... | 1, 052 | |
| Parcels of merchandise, books, etc..... | 43, 968 | |
| | | 75, 289 |

Destroyed:

| | | |
|---|-------------|-------------|
| Letters and circulars without inclosures which could not be returned to writers..... | 4, 091, 199 | |
| Parcels containing pamphlets, fruits, seeds, medicine, etc.. | 16, 964 | |
| Letters containing postage stamps..... | 7, 252 | |
| Letters containing miscellaneous papers, etc..... | 406 | |
| | | 4, 115, 821 |

Grand total..... 6, 372, 920

FOREIGN DEAD MAIL MATTER.

| | | |
|---|----------|-----------------|
| Returned to country of origin: | | |
| Registered articles..... | 22, 277 | |
| Ordinary letters (including postal cards)..... | 563, 126 | |
| Parcels of printed matter, samples, etc..... | 57, 518 | |
| | | 642, 921 |
| Delivered to addresses on application: | | |
| Registered articles..... | 319 | |
| Ordinary letters..... | 513 | |
| Parcels of printed matter, samples, etc..... | 192 | |
| | | 1, 024 |
| Misdirected matter forwarded to corrected addresses: | | |
| Registered articles..... | 130 | |
| Ordinary letters..... | 4, 422 | |
| Parcels of printed matter, samples, etc..... | 2, 225 | |
| | | 6, 777 |
| On hand under treatment at close of year: | | |
| Registered articles..... | 192 | |
| Ordinary letters..... | 2, 123 | |
| | | 2, 315 |
| Total..... | | 653, 037 |

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to Dead-Letter Office as undeliverable were classified as follows:

| | |
|--|-----------------|
| Registered articles..... | 2, 872 |
| Ordinary letters (including postal cards)..... | 268, 309 |
| Parcels of printed matter, samples, etc..... | 70, 598 |
| Total..... | 341, 779 |

DEAD REGISTERED MATTER.

Of the 7,711 unclaimed registered letters and parcels received there were—

| | |
|--|---------------|
| Delivered to addresses or restored to senders..... | 6, 069 |
| Returned to postmasters for delivery and awaiting receipt..... | 86 |
| Filed upon failure to discover ownership and awaiting reclamation..... | 1, 556 |
| Total..... | 7, 711 |

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table shows the number of letters restored to owners or in course of restoration with the character and value of contents:

| Description. | Number. | Value. |
|--|---------|---------------|
| Letters containing money restored to owners..... | 18, 083 | \$28, 077. 97 |
| Letters containing money outstanding in the hands of postmasters for restoration to owners..... | 1, 310 | 4, 258. 13 |
| Number of letters containing drafts, checks, notes, money orders, etc., restored to owners..... | 27, 910 | 966, 979. 13 |
| Number of letters containing drafts, checks, notes, money orders, etc., outstanding in the hands of postmasters for restoration to owners..... | 807 | 52, 999. 53 |
| Number of letters containing postal notes restored to owners..... | 4, 033 | 5, 606. 57 |
| Number of letters containing postal notes outstanding in the hands of postmasters for restoration to owners..... | 346 | 627. 75 |

DISPOSITION OF PARCELS FILED IN DEAD-LETTER OFFICE.

| | |
|--|---------|
| Addressed parcels: | |
| Unclaimed from receipts 1891-'92, prepared for sale of 1894..... | 22, 838 |
| Unclaimed from receipts 1892-'93, filed..... | 24, 293 |
| Unclaimed from receipts 1893-'94, filed..... | 28, 917 |
| | <hr/> |
| | 76, 048 |
| Unaddressed parcels: | |
| Unclaimed from receipts 1893-'94..... | 14, 923 |
| | <hr/> |
| Total number of parcels on hand..... | 90, 971 |
| | <hr/> |
| Disposed of by sale, 1893: | |
| Parcels unclaimed from 1890-'91 (addressed)..... | 21, 169 |
| Parcels unclaimed from 1892-'93 (unaddressed)..... | 14, 468 |
| | <hr/> |
| Total number sold..... | 35, 637 |
| Proceeds of sale, \$2,853.85. | |

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

| | |
|---|---------------|
| Amount separated from dead letters that could not be restored to owners..... | \$12, 125. 21 |
| Amount realized from auction sale in December, 1893, of parcels of merchandise which could not be restored to owners..... | 2, 811. 06 |
| | <hr/> |
| Total..... | 14, 936. 26 |

POSTAGE STAMPS.

The following amounts of postage stamps were received in the Dead-Letter Office from the several sources named and were destroyed under proper supervision:

| | |
|--|------------|
| Separated from dead letters for which no owners could be found..... | \$676. 35 |
| Found loose in the mails and sent to the Dead-Letter Office by postmasters..... | 142. 72 |
| Received for payment of postage on held-for-postage matter forwarded to destination and parcels of third and fourth class matter returned to senders (sent out from Dead-Letter Office under an official envelope)..... | 600. 78 |
| Received from postal administration of Canada United States postage stamps accepted by that administration in payment of postage on matter held for postage in Canada, in accordance with the agreement between the two countries..... | 153. 72 |
| | <hr/> |
| Total value of stamps destroyed..... | 1, 573. 57 |

In addition to the above, postage stamps to the value of \$1,865.29 have been received and affixed to parcels of matter addressed to foreign countries not transmissible in the mails unless prepaid at letter rates of postage.

In the exchange of postage stamps mutually accepted by the United States and Canada in the payment of postage on short-paid matter addressed to either country, there have been received from the Canadian administration United States postage stamps to the amount of \$153.72. There were returned to Canada by this office Canadian postage stamps amounting to \$68.30, leaving a balance due the Canadian administration of \$85.42, which has been duly reported for payment.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 16,817 magazines, illustrated papers, picture cards, etc., which could not be restored to the owners, were distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia by order of the Postmaster-General.

The following shows the number and character of the matter distributed:

| | |
|--------------------------|--------|
| Magazines | 4,935 |
| Pamphlets | 3,952 |
| Illustrated papers | 4,278 |
| Picture cards, etc | 3,652 |
| Total | 16,817 |

CORRESPONDENCE OF THE DEAD-LETTER OFFICE.

During the year there were received 23,221 inquiries for alleged missing mail matter, which were duly examined and the results reported to the applicants. In a large percentage of these cases it was found upon examination that the alleged missing matter had been properly delivered by the postal service. Where no trace of the missing matter was found upon the records of this office, the cases were duly reported to the Fourth Assistant Postmaster-General, Division of Inspectors and Mail Depredations.

There were also written 5,962 special communications in answer to inquiries from postmasters and others relating to postal matters connected with this office. This does not include correspondence conducted by means of circulars and mimeograph copies of letters used in the ordinary routine of business.

REPORT OF THE POSTMASTER-GENERAL.

Statement showing number of pieces of dead mail matter treated in the Dead-Letter Office during the fiscal year ended June 30, 1894.

| Received. | | Number. |
|--|-----------|-----------|
| Domestic mailable letters: | | |
| Received during the year | 5,877,879 | |
| Returned on failure to deliver to writers (without inclosures) | 188,562 | |
| | | 6,066,441 |
| Domestic unmailable letters: | | |
| Held for postage: | | |
| On hand July 1, 1893 | 213 | |
| Received during the year | 85,970 | |
| | | 86,183 |
| Misdirected | | 362,269 |
| Without address | | 30,939 |
| Miscellaneous | | 3,305 |
| Domestic third and fourth class matter (parcels) | | 82,374 |
| Foreign matter: | | |
| On hand July 1, 1893 | 2,179 | |
| Received during the year | 568,005 | |
| Printed matter, samples, etc. | 59,935 | |
| | | 630,119 |
| Registered matter: | | |
| On hand July 1, 1893, foreign | 261 | |
| Received during the year: | | |
| Domestic | 7,711 | |
| Foreign | 22,657 | |
| | | 30,629 |
| Total | | 7,292,259 |

| Disposition. | Delivered unopened. | Opened. | On hand July 1, 1894. |
|--|---------------------|-----------|-----------------------|
| Domestic mailable letters | 86,880 | 5,791,014 | |
| Domestic unmailable letters: | | | |
| Held for postage | 5,258 | 80,729 | 196 |
| Misdirected | 53,637 | 306,637 | |
| Without address | | 30,939 | |
| Miscellaneous | | 3,305 | |
| Registered letters: | | | |
| Domestic mailed | 4,718 | 2,993 | |
| Foreign mailed | 22,726 | | 192 |
| Domestic third and fourth class matter (parcels) | | 82,374 | |
| Foreign matter: | | | |
| Ordinary letters | 568,061 | | 2,123 |
| Printed matter, samples, etc. | 59,935 | | |
| Total | 801,195 | 6,299,991 | 2,511 |
| Total | | | 7,103,697 |
| Letters without inclosures returned on failure to deliver to writers and destroyed | | | 188,562 |
| Grand total | | | 7,292,259 |

Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1894.

| | Containing money. | | Containing drafts, checks, notes, etc. | | Containing postal notes. | | Containing merchandise, clasp, paid books. | Containing re- celips, paid notes. | Containing photo- graphs. | Containing postage stamps. | Containing manu- script. | Containing nothing of value. | Total. | |
|---|-------------------|------------|--|--------------|--------------------------|----------|--|------------------------------------|---------------------------|----------------------------|--------------------------|------------------------------|-------------|--------------|
| | Num- ber. | Value. | Num- ber. | Value. | Num- ber. | Value. | | | | | | | Number. | Value. |
| RECEIVED. | | | | | | | | | | | | | | |
| Outstanding in the hands of post- masters at close of last fiscal year..... | 1,057 | \$5,424.30 | 1,268 | \$59,492.06 | 469 | \$748.80 | | | | | | | 3,084 | \$65,665.16 |
| On hand undisposed of at Dead- Letter Office at close of last fi- cal year..... | 3,398 | 8,651.95 | 129 | 10,225.42 | 9 | 7.75 | 239 | | | | | 65,470 | 66,245 | 13,885.12 |
| Received during the year..... | 28,581 | 88,256.06 | 29,020 | 1,057,398.69 | 4,170 | 5,898.73 | 94,452 | 40,214 | 35,041 | 151,868 | 1,000 | 5,915,645 | 6,290,991.1 | 101,522.48 |
| Total..... | 33,936 | 47,331.31 | 30,407 | 1,127,086.17 | 4,648 | 6,655.28 | 94,691 | 40,214 | 35,041 | 151,868 | 1,000 | 5,981,115 | 6,372,920.1 | 181,072.76 |
| DISPOSITION. | | | | | | | | | | | | | | |
| Delivered to owners..... | 18,083 | 28,077.97 | 27,910 | 966,979.13 | 4,033 | 5,608.57 | 33,491 | 36,076 | 27,137 | 140,740 | 597 | 1,885,836 | 2,173,903.1 | 1,000,663.67 |
| Filed in Dead-Letter Office on fail- ure to deliver to owners..... | 12,513 | 12,514.36 | 1,593 | 104,833.67 | 257 | 407.12 | 43,968 | 3,732 | 7,895 | 3,876 | 403 | * 1,052 | 75,280 | 117,780.15 |
| Destroyed on failure to deliver to owners..... | | | | | | | 16,964 | 406 | | 7,252 | | 14,091.1 | 9 | 4,115,821 |
| On hand in Dead-Letter Office undis- posed of..... | 2,030 | 2,480.85 | 97 | 2,248.84 | 12 | 13.84 | 251 | | | | | 3,000 | 5,390 | 4,743.53 |
| Outstanding in the hands of post- masters for restoration to owners. | 1,310 | 4,358.18 | 807 | 52,999.53 | 346 | 627.75 | 17 | | 9 | | | * 28 | 2,517 | 57,885.41 |
| Total..... | 33,936 | 47,331.31 | 30,407 | 1,127,086.17 | 4,648 | 6,655.28 | 94,691 | 40,214 | 35,041 | 151,868 | 1,000 | 5,981,115 | 6,372,920.1 | 181,072.76 |

* Registered letters without valuable inclosures.

† Including advertising circulars, cheap picture cards, unsigned letters, etc.

Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office for the fiscal year ended June 30, 1894.

| Received. | | Number. | Disposition. | | Number. |
|------------------------------------|---------|---------|--|---------|---------|
| Letters: | | | Letters: | | |
| Held for postage— | | | Held for postage— | | |
| Foreign address | 8,672 | 85,970 | Foreign address, circulars sent to collect postage | 4,911 | 85,970 |
| Domestic address | 77,298 | | Official, forwarded | 281 | |
| | | | Returned to card | 1,350 | |
| Misdirected— | | | Opened | 79,428 | |
| Ordinary | 426,420 | 457,359 | Misdirected— | | |
| Without address | 30,939 | | Turned over to Foreign Division | 78,407 | 426,420 |
| Hotel | 241,416 | | Address corrected and forwarded | 67,383 | |
| Fictitious | 47,048 | | Returned to card address | 510 | |
| Returned, misdirected | 14,256 | | Opened | 280,120 | |
| Miscellaneous | 3,305 | | Without address, opened | | 30,939 |
| Total | | 849,354 | Hotel: | | |
| Parcels: | | | Turned over to Foreign Division | 14,179 | 241,416 |
| Held for postage | 5,422 | 45,896 | Returned to card address | 80 | |
| Misdirected | 6,501 | | Opened | 227,157 | |
| Without address | 17,059 | | Fictitious: | | |
| Containing unmailable matter | 18,184 | | Delivered to Foreign Division | 1,985 | 47,048 |
| Excess of weight and measure | 730 | | Opened | 45,063 | |
| Total parcels | | | Returned misdirected, opened | | 14,256 |
| | | | Miscellaneous, opened | | 3,305 |
| | | | Total letters | | 849,354 |
| | | | Parcels: | | |
| | | | Examined and turned over to other divisions | | 45,896 |
| Grand total | | 895,250 | Grand total | | 895,250 |

Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1894.

| Received. | | Number. | Disposition. | | Number. |
|--|---------|---------|--|---------|---------|
| Class. | | | Class. | | |
| Registered articles: | | 22,918 | Registered articles: | | 22,918 |
| On hand July 1, 1893 | 261 | | Returned to country of origin | 22,277 | |
| Received during year | 22,657 | | Delivered to addressees | 319 | |
| Ordinary letters:* | | 570,184 | Misdirected letters forwarded to corrected addresses | | 130 |
| On hand July 1, 1893 | 2,179 | | On hand | 192 | |
| Received during year | 568,005 | | Ordinary letters: | | |
| Parcels and printed matter received during the year | | 59,935 | Returned to country of origin | 563,126 | 570,184 |
| | | | Delivered to addressees | 513 | |
| | | | Misdirected letters forwarded to corrected addresses | 4,422 | |
| | | | On hand | 2,123 | |
| | | | Parcels and printed matter: | | |
| | | | Returned to country of origin | 57,518 | 59,935 |
| | | | Delivered to addressees | 192 | |
| | | | Misdirected, forwarded to corrected addresses | 2,225 | |
| Total | | 653,037 | Total | | 653,037 |

* Including postal cards.

| | |
|--|---------|
| Total number of articles disposed of: | |
| Returned to country of origin | 642,921 |
| Delivered to addressees | 1,024 |
| Misdirected letters forwarded to corrected addresses | 8,777 |
| On hand | 2,315 |

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1894.

| Class. | Number. |
|---------------------------------|---------|
| Registered letters..... | 2,872 |
| Ordinary letters *..... | 268,309 |
| Parcels and printed matter..... | 70,598 |
| Total..... | 341,779 |

* Including postal cards.

Table showing class and number of pieces of undelivered matter returned to and received from foreign countries.

| Countries. | Returned to— | | | | Received from— | | | |
|------------------------------|--------------|-----------|-----------------------------|---------|----------------|-----------|-----------------------------|---------|
| | Regis-tered. | Ordinary. | Parcels and printed matter. | Total. | Regis-tered. | Ordinary. | Parcels and printed matter. | Total. |
| Antigua..... | 1 | 98 | ..... | 99 | ..... | 15 | ..... | 15 |
| Argentine Republic..... | 116 | 986 | 112 | 1,214 | ..... | 1,610 | 1 | 1,611 |
| Austria-Hungary..... | 6,772 | 47,711 | 3,842 | 58,325 | ..... | ..... | ..... | ..... |
| Bahamas..... | 9 | 1,884 | 6 | 1,899 | 2 | 719 | ..... | 721 |
| Bangkok, Siam..... | ..... | 17 | ..... | 17 | ..... | ..... | ..... | ..... |
| Barbados..... | 5 | 290 | 7 | 302 | ..... | 467 | 14 | 481 |
| Belgium..... | 138 | 3,267 | 1,707 | 5,112 | ..... | ..... | ..... | ..... |
| Bermuda..... | 5 | 419 | 5 | 429 | 2 | 350 | ..... | 352 |
| Bolivia..... | 7 | 53 | 1 | 61 | ..... | ..... | ..... | ..... |
| Brazil..... | 165 | 1,333 | 64 | 1,562 | ..... | 2,433 | 205 | 2,638 |
| British Guiana..... | 3 | 174 | 3 | 180 | ..... | 216 | 616 | 832 |
| British Honduras..... | 1 | 73 | 1 | 75 | ..... | 32 | 2 | 34 |
| British India..... | 39 | 1,105 | 216 | 1,360 | ..... | ..... | ..... | ..... |
| Bulgaria..... | 24 | 78 | 5 | 107 | ..... | ..... | ..... | ..... |
| Canada..... | 1,231 | 105,197 | 2,042 | 108,470 | 1,286 | 100,025 | 19,895 | 121,206 |
| Ceylon..... | 1 | 60 | 9 | 70 | ..... | ..... | ..... | ..... |
| Chile..... | 37 | 632 | 62 | 731 | ..... | 647 | 86 | 683 |
| Colombia..... | 18 | 524 | 19 | 561 | 3 | 207 | ..... | 210 |
| Costa Rica..... | 10 | 207 | 16 | 233 | 16 | 174 | ..... | 190 |
| Cuba..... | 69 | 2,413 | 127 | 2,609 | ..... | 5,744 | 299 | 6,043 |
| Danish West Indies..... | 4 | 273 | 4 | 281 | ..... | 184 | ..... | 184 |
| Denmark..... | 95 | 6,388 | 718 | 7,201 | ..... | ..... | ..... | ..... |
| Dominica..... | 3 | 18 | ..... | 21 | ..... | ..... | ..... | ..... |
| Ecuador..... | 4 | 113 | 18 | 135 | ..... | 9 | ..... | 9 |
| Egypt..... | 180 | 394 | 27 | 551 | ..... | ..... | ..... | ..... |
| France..... | 789 | 12,337 | 16,784 | 29,910 | ..... | 5,697 | 2,727 | 8,424 |
| French West Indies..... | ..... | 76 | ..... | 76 | ..... | 27 | ..... | 27 |
| Germany..... | 3,998 | 68,205 | 5,406 | 77,609 | ..... | ..... | ..... | ..... |
| Gibraltar..... | 4 | 164 | 3 | 171 | 3 | 42 | 12 | 57 |
| Great Britain..... | 1,431 | 99,448 | 11,543 | 112,422 | 694 | 60,333 | 10,083 | 71,110 |
| Greece..... | 77 | 1,001 | 37 | 1,115 | ..... | ..... | ..... | ..... |
| Granada..... | 1 | 20 | ..... | 21 | ..... | 25 | 118 | 143 |
| Guatemala..... | 7 | 348 | 57 | 412 | 23 | 317 | 20 | 360 |
| Hawaii..... | 18 | 900 | 19 | 937 | 44 | 1,370 | 3 | 1,417 |
| Hayti..... | 9 | 133 | 2 | 144 | ..... | ..... | ..... | ..... |
| Honduras, Republic..... | 4 | 113 | 3 | 120 | ..... | ..... | ..... | ..... |
| Hongkong..... | 20 | 462 | 12 | 494 | ..... | 226 | 16 | 242 |
| Italy..... | 2,348 | 63,838 | 4,773 | 70,959 | 264 | 5,705 | 3,431 | 9,400 |
| Jamaica..... | 10 | 575 | 22 | 607 | 12 | 1,016 | 34 | 1,063 |
| Japan..... | 80 | 1,470 | 221 | 1,771 | ..... | 729 | 445 | 1,174 |
| Java, West Indies..... | 15 | 89 | 4 | 108 | ..... | 17 | 10 | 27 |
| Liberia..... | ..... | 26 | ..... | 26 | ..... | ..... | ..... | ..... |
| Luxemburg..... | 60 | 615 | 30 | 705 | ..... | ..... | ..... | ..... |
| Malta..... | 9 | 114 | 8 | 131 | ..... | ..... | ..... | ..... |
| Mauritius..... | 1 | 18 | ..... | 19 | ..... | ..... | ..... | ..... |
| Mexico..... | 125 | 9,511 | 195 | 9,831 | 391 | 22,750 | 488 | 23,638 |
| Montserrat..... | 1 | 7 | ..... | 8 | ..... | 1 | ..... | 1 |
| Netherlands..... | 56 | 4,343 | 2,159 | 6,558 | ..... | 428 | 323 | 751 |
| Netherland, West Indies..... | 8 | 84 | 12 | 104 | 1 | 132 | 44 | 177 |
| Nevis..... | ..... | 13 | ..... | 13 | ..... | 2 | ..... | 2 |
| Newfoundland..... | 18 | 1,075 | 20 | 1,113 | 2 | 2,551 | ..... | 2,553 |
| New South Wales..... | 37 | 1,211 | 121 | 1,369 | 29 | 1,605 | 132 | 1,766 |
| New Zealand..... | 32 | 870 | 09 | 971 | 7 | 453 | 3,712 | 4,262 |
| Nicaragua..... | 4 | 154 | 4 | 162 | ..... | ..... | ..... | ..... |
| Norway..... | 141 | 14,277 | 1,262 | 15,680 | ..... | ..... | ..... | ..... |
| Paraguay..... | 2 | 18 | 2 | 22 | ..... | ..... | ..... | ..... |
| Persia..... | 1 | 31 | 1 | 33 | ..... | ..... | ..... | ..... |
| Peru..... | 18 | 225 | 13 | 256 | 9 | 56 | ..... | 65 |

Table showing class and number of pieces of undelivered matter returned to and received from foreign countries—Continued.

| Countries. | Returned to— | | | | Received from— | | | |
|------------------------------------|--------------|-----------|-----------------------------|---------|----------------|-----------|-----------------------------|---------|
| | Registered. | Ordinary. | Parcels and printed matter. | Total. | Registered. | Ordinary. | Parcels and printed matter. | Total. |
| Philippines..... | 1 | 52 | 1 | 54 | | | | |
| Portugal..... | 295 | 4,754 | 205 | 5,254 | 25 | 505 | 1,097 | 1,627 |
| Puerto Rico..... | 5 | 169 | 20 | 194 | | 27 | | 27 |
| Queensland..... | 17 | 337 | 22 | 376 | 8 | 334 | 101 | 443 |
| Roumania..... | 140 | 1,952 | 43 | 2,135 | | | | |
| Russia..... | 2,637 | 55,973 | 1,460 | 60,070 | | | | |
| St. Kitts..... | 1 | 114 | 1 | 116 | | 27 | 1 | 28 |
| St. Lucia..... | 1 | 38 | | 39 | | 59 | | 59 |
| St. Vincent..... | 1 | 32 | 1 | 34 | | 9 | | 9 |
| Salvador..... | 3 | 80 | 30 | 113 | | 70 | | 70 |
| Santo Domingo..... | 5 | 134 | 3 | 142 | 2 | 60 | | 71 |
| Servia..... | 15 | 20 | | 35 | | | | |
| Shanghai, U. S. postal agency..... | 4 | 28 | 1 | 33 | | | | |
| Society Islands..... | | 11 | 1 | 12 | | | | |
| Spain..... | 111 | 1,562 | 1,144 | 2,817 | 8 | 631 | 1,125 | 1,764 |
| Straits Settlements..... | 15 | 79 | 2 | 96 | | 24 | 1 | 25 |
| Surinam..... | 2 | 20 | | 22 | | | | |
| Sweden..... | 277 | 33,839 | 1,707 | 35,823 | | | | |
| Switzerland..... | 406 | 5,397 | 886 | 6,689 | | | | |
| Tasmania..... | 1 | 76 | 13 | 90 | 1 | 50 | 15 | 66 |
| Tobago..... | | 4 | | 4 | | | | |
| Trinidad..... | | 113 | 2 | 115 | | 155 | 1 | 156 |
| Turkey..... | 75 | 1,258 | 36 | 1,369 | | | | |
| Turks Islands..... | | 25 | | 25 | 1 | 14 | | 15 |
| Uruguay..... | 14 | 158 | 19 | 191 | | 231 | 2 | 233 |
| Venezuela..... | 10 | 409 | 48 | 467 | 7 | 257 | | 264 |
| Victoria..... | 30 | 1,014 | 80 | 1,124 | 27 | 1,193 | 182 | 1,402 |
| Postal Union..... | | | | | 47,327 | 25,406 | | 72,733 |
| Miscellaneous..... | | | | | 5 | 914 | 1 | 920 |
| Total..... | 22,277 | 563,126 | 57,518 | 642,921 | 2,872 | 268,309 | 10,598 | 341,779 |

Statement showing the classification, number, and disposition of dead registered letters received in the Dead-Letter Office during the fiscal year ended June 30, 1894.

| Received. | Number. | Disposition. | Number. |
|--------------------|---------|-------------------------------|---------|
| Domestic: | | Delivered unopened: | |
| Official..... | 28 | To foreign divisions..... | 22,657 |
| Ordinary..... | 2,993 | To Executive Departments..... | 28 |
| Request..... | 4,690 | Card and request..... | 4,690 |
| Miscellaneous..... | 0 | Miscellaneous..... | |
| | 7,711 | Opened..... | 2,993 |
| Foreign..... | 22,657 | Total..... | 30,368 |
| Total..... | 30,368 | | |

| Contents of letters opened. | Disposition of letters opened. | | | | |
|---|--------------------------------|---------------------------|------------------------|----------------------------------|--------|
| | * Deliv- ered. | Filed. | | Outstand- ing and on hand. | Total. |
| | | Orig- inally filed. | Returned and filed. | | |
| Money..... | 391 | 40 | 145 | 22 | 598 |
| Postal notes..... | 7 | | 6 | 1 | 14 |
| Drafts, money orders, etc..... | 118 | 1 | 39 | 9 | 167 |
| Photographs, receipts, stamps, etc..... | 185 | 111 | 34 | 9 | 339 |
| Merchandise..... | 367 | 92 | 36 | 17 | 512 |
| Nothing of value..... | 283 | 919 | 133 | 28 | 1,363 |
| Total..... | 1,351 | 1,163 | 393 | 86 | 2,993 |

Statement showing the receipt, treatment, and disposition of parcels in the Dead-Letter Office for the fiscal year ended June 30, 1894.

RECEIVED.

| | | |
|---|---------|----------------|
| Addressed parcels: | | |
| Verified with lists and recorded..... | 73, 629 | |
| Verified with lists and destroyed..... | 5, 725 | |
| | | 79, 354 |
| Unaddressed parcels, including letters containing merchandise: | | |
| Contents verified with lists and recorded..... | | 18, 748 |
| Total..... | | 98, 102 |
| Treatment: | | |
| Addressed parcels: | | |
| Forwarded to addresses or returned to senders..... | 13, 554 | |
| Delivered to other divisions for disposition..... | 2, 583 | |
| Destroyed, perishable, and matter without value.... | 8, 626 | |
| Filed, no clue to owner ascertainable..... | 17, 236 | |
| Notices of detention sent..... | 31, 379 | |
| Verified with lists and destroyed..... | 5, 725 | |
| | | 79, 103 |
| Unaddressed parcels: | | |
| Delivered to other divisions..... | 1, 340 | |
| Destroyed, perishable matter without value..... | 2, 485 | |
| Filed, no clue to owner ascertainable..... | 14, 923 | |
| | | 18, 748 |
| Addressed parcels in process of treatment..... | | 251 |
| Total..... | | 98, 102 |

DISPOSITION.

| | | |
|---|---------------|----------------|
| Delivered: | | |
| Forwarded or returned in treatment..... | 13, 554 | |
| Forwarded by mail on return of notice, etc..... | 19, 701 | |
| Forwarded by express on return of notice, etc..... | 1, 028 | |
| Forwarded from receipts of previous year..... | 1, 112 | |
| | 35, 395 | |
| Failed of delivery and returned and filed..... | 1, 159 | |
| Delivered or awaiting delivery by postmasters..... | | 34, 236 |
| Filed: | | |
| No clue to owner when examined or notices not returned..... | 42, 681 | |
| Sent to postmasters and returned..... | 1, 159 | |
| Total..... | | 43, 840 |
| Destroyed: | | |
| From lists..... | 8, 210 | |
| In treatment..... | 8, 626 | |
| At owner's request..... | 128 | |
| Total..... | | 16, 964 |
| Delivered to other divisions..... | | 3, 923 |
| In process of treatment..... | | 251 |
| | | 99, 214 |
| Delivered from receipts of previous year..... | | 1, 112 |
| | | 98, 102 |

DIVISION OF CORRESPONDENCE.

The following is a summary of the work performed in this division during the fiscal year ended June 30, 1894:

| | |
|--|---------|
| Number of letters written..... | 19, 800 |
| Number of printed letters mailed acknowledging the receipt of circulars advertising green goods..... | 29, 100 |
| Number of persons (fictitious names adopted) engaged in the green goods or alleged counterfeit money business, upon whom postmasters have been directed to call for identification before making delivery of letters so addressed (act March 2, 1894)..... | 1, 210 |

The duties of this division are miscellaneous in their character, and generally involve the construction of the postal laws and regulations with reference to the duties of postmasters in the management of their offices and the rights and privileges of individuals under the postal system. They consist mainly in answering inquiries from postmasters and the public concerning the delivery of mail, the ownership of which is in dispute, and concerning scurrilous matter when printed or written or otherwise impressed or apparent upon a postal card, or upon the outside cover, envelope, or wrapper of mail matter.

To this division is also referred all questions and correspondence arising under the act of March 2, 1889, concerning "green goods," or alleged counterfeit money. So vigorously have the provisions of the act been carried out that the "green-goods" dealers do not now undertake to receive replies to their circulars through the mails, but avail themselves entirely of the facilities offered by the telegraph companies to make appointments with their victims. The manner of communicating with the "green-goods" dealers is illustrated by the following taken from one of the several hundred circulars received at the Department daily:

When you are ready to come and see me make your dispatch EXACTLY as it is in the inclosed frame below. Sign any name you please.

Remember, write me no letters. I will not receive or answer them.

How to send telegram.

| |
|--|
| <p>G. W. MORGAN, <i>Westchester Station, Westchester County, New York.</i> "Send me record of Edgar, number 326." "FRANK."</p> |
|--|

N. B.—Should there be an official notice stamped upon this envelope, pay no attention to it, as it is put there by the new administration to find out who has the plates that are missing from the Treasury. Possession of the original plates is the foundation of my success, and the only manner in which this ridiculous notice can injure me is to frighten off some timid agent.

P. S.—If possible, send all telegrams by Western Union.

The "official notice" referred to above is the following:

Official notice.

POSTMASTER will ask addressee to return this letter to him after opening it, to be forwarded to P. O. Dept., Div. of Correspondence, if, as is supposed, it contains matter relating to COUNTERFEIT MONEY.

The above notice is placed by means of a hand stamp upon envelopes known to contain "green-goods" circulars, so far as that fact can be ascertained without opening such envelopes when sealed.

The Department has no means of ascertaining what becomes of the telegrams after reaching the telegraph office to which they are addressed. Inquiries, however, always result in the reply that the parties are unknown and the telegrams can not be delivered; but as the dealers continue to use such telegraphic addresses for months, and in some cases years, it is well known that they obtain the information desired (which is the identification number given in the telegram) in some manner. There are now recorded in this division 2,611 fictitious names and

addresses adopted by these green-goods swindlers, not one of whom is receiving any letters by mail which are addressed to the names given in the circulars.

ADDITIONAL LEGISLATION RECOMMENDED.

POSTMARKING STAMPS.

The attention of Congress should be called to the need of some legislation to protect the postmarking stamp in use at post-offices; a penalty should be provided for its use for unlawful purposes, or for counterfeiting the same, or for placing an impression thereof upon an envelope or postal card for the purpose of deception.

The necessity for some legislation of this kind is especially apparent since the passage of the act of Congress of August 23, 1894, which requires, empowers, and authorizes postmasters of the fourth class to "administer any and all oaths required to be made by pensioners and their witnesses in the execution of their vouchers with like effect and force as officers having a seal, and such postmaster shall affix the stamp of his office to his signature to such vouchers."

My attention has been called to the counterfeiting of postmarking and back-stamping stamps by advertisers, resulting in unjust criticism of the postal service for apparent misissending and improperly delivering mail.

BOYCOTTING POST-OFFICES.

I desire to renew my recommendation of last year in relation to the growing evil of boycotting post-offices. Owing to political differences, selfish motives, petty jealousies, etc., the compensation of postmasters is in many instances seriously reduced. At Presidential offices this is accomplished by a number of persons purchasing their stamps elsewhere, and at fourth-class offices by the collecting and mailing large quantities of letters on the cars or at other offices, thereby depriving such postmasters of the cancellation of stamps. This is carried to a grievous extent in some communities, and is such an interference with the usual and regular disposition of the mails as in my judgment calls for legislation by Congress.

Several bills were introduced during the last session of Congress calculated to correct this injustice and to secure to postmasters the business properly belonging to their offices, but I regret to say none of them were passed.

CONGRESSIONAL FRANKING OF PUBLIC DOCUMENTS AND PARTS OF CONGRESSIONAL RECORD.

The attention of all members of Congress should be called to the requirements of the act of March 3, 1875, which is as follows:

That from and after the passage of this act, the Congressional Record, or any part thereof, or speeches or reports therein contained, shall, under the frank of a Member of Congress, or Delegate, to be written by himself, be carried in the mail free of postage, under such regulations as the Postmaster-General may prescribe.

And the act of March 3, 1879, as follows:

That from and after the passage of this act, Senators, Representatives, and Delegates in Congress, the Secretary of the Senate and Clerk of the House of Representatives, may send and receive through the mail, free, all public documents printed by order of Congress; and the name of each Senator, Representative, Delegate, Secretary of the Senate, and Clerk of the House shall be written thereon, with the proper designation of the office he holds; and the provisions of this section shall apply to each of the persons named herein until the first Monday in December following the expiration of their respective terms of office.

There seems to be some misapprehension among members of Congress as to the scope of the franking privilege, which has resulted in some postmasters declining to send speeches or other matter presented for mailing, and this Department has been called upon to give special instructions in such cases.

Instead of the name being written or placed upon the envelopes by the hand stamp it has been in some instances improperly printed thereon; the speeches therein contained have borne the advertisement of the printer, which formed no part of the Congressional Record, and therefore are subject to postage as third-class matter. In addition to this some of the packages sent by mail under the frank of the member have been found after delivery to contain printed matter outside of the Congressional Record and public documents, and are, therefore, not frankable under the laws above quoted. The literature being sent under seal, the Department is, of course, unable to detect violations, not being advised thereof until after the matter has been delivered to and complaint made by the addressee. There is no penalty attached to the misuse of the franking privilege, hence no action can be taken by me further than to call the attention of the Member to the matter.

As this Department is required to carry, without one cent of revenue, hundreds of tons of franked matter, additional limitations should be placed upon the use of the frank, or a penalty of some kind imposed for its unlawful use, and I respectfully suggest that the attention of Congress be called to this matter for such action as it shall deem proper.

SUSPENSION OF EMPLOYÉS.

I believe it would be for the good of the service for Congress to enact a law allowing postmasters, in their discretion, by and with the consent of the Postmaster-General, to suspend clerks, carriers, and other employés of post-offices, not exceeding ten days, without pay, for violations of rules and regulations. Under the present law a first offense, or one susceptible of explanation, can only be punished by dismissal from the service. I respectfully renew my recommendation of last year for legislation by Congress on this subject.

EMPLOYÉS DISABLED.

I believe it would be just and right and would bring about closer and better relations between post-office employés and this Department if the Postmaster-General were empowered by Congress to grant leave of absence, not exceeding three months, with full pay, to any clerk or letter-carrier in a post-office who shall be disabled by any casualty while in the performance of his duty. The Postmaster-General should, however, be protected by all the necessary certificates as to the disability and the casualty. I therefore renew my recommendation of last year.

CLASSIFICATION AND SALARIES OF CLERKS IN THE LARGER POST-OFFICES.

For the first time in the history of the Department, Congress, by the act approved March 2, 1889, to take effect July 1, 1889, made provision for the classification and the fixing of the salaries of clerks and employés attached to first and second class post-offices. This action resulted in a great improvement in the clerical service of the first and second class post-offices, but, as heretofore stated, the maximum salaries fixed by the said act for certain lines of clerical service are not

large enough to command the highest order of clerical ability, and the law should be amended in this respect. The amendments suggested by you in your letter of February 14, 1894, addressed to the Hon. John S. Henderson, chairman of the Committee on the Post-Office and Post-Roads, to House bill No. 56, of second session of the Fifty-third Congress, seem to meet with the most general approval.

CONCLUDING REMARKS.

In the administration of this branch of the Post-Office Department I have the earnest support and sympathetic cooperation of my chief clerk and the chiefs of my several divisions in my endeavor to improve the postal service on economical and business lines. I feel confident, too, that there is a marked improvement in the business methods and discipline of this bureau, and that letters are answered and business dispatched promptly.

Very respectfully,

FRANK H. JONES,
First Assistant Postmaster-General.

CONVENTION FOR THE EXCHANGE OF MONEY ORDERS BETWEEN THE
POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA
AND THE POST-OFFICE OF THE COLONY OF HONGKONG.

ARTICLE 1.

There shall be a regular exchange of money orders between the United States of America and the colony of Hongkong.

ARTICLE 2.

The amounts of orders in both directions shall be expressed in United States money, and on account of the frequent fluctuations in the rate of exchange between the two countries it is agreed that all amounts shall be converted into their proper equivalents by the Hongkong post-office; that is to say, the sums received by the Hongkong post-office for orders drawn on the United States shall be converted at the time of issue into United States money at the current rate of exchange, and the amounts of orders drawn in the United States on Hongkong shall, in like manner, be rendered by the Hongkong post-office into the currency of Hongkong at the current rate of exchange on the day of the arrival of the exchange list.

ARTICLE 3.

The maximum amount for which a money order may be drawn in either country upon the other shall be one hundred dollars in the United States and fifty dollars in Hongkong.

ARTICLE 4.

No money order shall contain a fractional part of a cent.

ARTICLE 5.

The amounts of money orders shall be deposited by the remitters and paid to the payees in gold coin, or in any other legal money of the same current value. However, in case there should be in circulation, in either country, a paper currency of legal tender, but of less value than gold, the administration of that country shall have the right to receive and employ the same in its relations with the public, taking into account the difference of value.

ARTICLE 6.

The post-office of Hongkong and the Post-Office Department of the United States shall each have power to fix, from time to time, the rates of commission to be charged on all money orders they may respectively issue.

This commission shall belong to the issuing postal administration, but the post-office of Hongkong shall pay to the Post-Office Department of the United States one-half of one per cent ($\frac{1}{2}$ of 1%) on the amount of orders issued in Hongkong and payable in the United States, and the Post-Office Department of the United States shall make a like payment to the post-office of Hongkong for money orders issued in the United States and payable in Hongkong.

ARTICLE 7.

No money order shall be issued unless the applicant furnish in full the surname, and at least the initial of one Christian name, both of the remitter and the payee (or the corresponding names in the case of natives of China), or the name of the firm or company who are the remitters or payees, together with the address of the remitter and that of the payee.

If, however, any applicant for a money order shall tender the name of either the remitter or payee at greater length, such particulars shall be received and the advice shall be made out accordingly. Each money order shall be delivered to the remitter thereof, to be forwarded by him at his own expense to the payee.

ARTICLE 8.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of the offices of exchange.

On the part of Hongkong the office of exchange shall be Hongkong, and on the part of the United States, San Francisco, California.

Orders shall be drawn only on the authorized international money-order offices of the respective countries; and each postal administration shall furnish to the other a list of such offices, and shall, from time to time, notify any addition to or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 9.

The advices of all money orders issued upon Hongkong by the post-offices in the United States shall be sent to the office of exchange at San Francisco, where they shall be impressed with a dated stamp, and transmitted, by the next direct mail, to the exchange office at Hongkong, accompanied by a list, in duplicate, drawn upon the model of Form "A," hereto annexed.

The advices, on their arrival in Hongkong, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner the advices of money orders drawn on the United States by post-masters in Hongkong shall be sent to the exchange office at Hongkong, shall there be impressed with a dated stamp and be despatched, accompanied by a list, in duplicate (drawn upon the model of Form "B"), to the office of exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

Each list despatched, as well as the entries in the list, shall be numbered consecutively 1, 2, 3, 4, 5, etc., in the order of despatch, commencing on July 1st of each calendar year, and the receipt of each list shall be acknowledged, on either side, by means of the first subsequent list forwarded in the opposite direction.

Should it happen that, on the day when the list is to be despatched, there are no orders to be communicated for payment, the list must nevertheless be sent. But, in that event, the exchange office will write across the list the words "No money orders."

The orders issued in the United States during the quarter ending 30th of June, of each year, which may arrive at the office of exchange at San Francisco in the following quarter, shall be entered on lists supplementary to the last list of the month of June, and, in like manner, the orders issued in Hongkong during the quarter ending June 30th of each year, which may arrive at the exchange office of Hongkong in the following quarter, shall be entered on lists supplementary to the last list of the month of June.

ARTICLE 10.

When the lists shall show irregularities which the receiving office shall not be able to rectify, that office shall demand an explanation from the despatching office, which shall give such explanation with as little delay as possible.

Pending the receipt of the explanation payment of orders found to be erroneous in the list should be suspended.

One copy of each exchange list shall be returned by the receiving exchange office to the despatching exchange office, and in the lists from the United States returned by the Hongkong office the latter office shall enter the amount of each order in the money of Hongkong.

ARTICLE 11.

The orders issued by each country on the other shall be subject, as regards payment, to the regulations which govern the payment of domestic orders in the country of destination.

It is agreed that all money orders paid in either country shall be retained in the country in which they are paid.

ARTICLE 12.

When it is desired that any error in the name of the payee or remitter shall be corrected, or that the amount of a money order shall be repaid to the remitter, application must be made by the remitter to the postal administration of the country in which the order was issued.

Duplicate orders shall only be issued by the postal administration of the country on which the original orders were drawn, and in conformity with the regulations established or to be established in that country.

ARTICLE 13.

Repayment, whether of an original or by means of a duplicate order, shall not be made to the remitter until it has been ascertained, through the postal administration of the country where such order is payable, that the order has not been paid, and will not be paid at the office of payment.

ARTICLE 14.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.

The post-office of Hongkong shall therefore enter to the credit of the United States, in the quarterly account, all money orders entered in the lists received from the United States which remain unpaid at the end of the period specified.

On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the post-office of Hongkong, for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office, which, under this article, become void.

ARTICLE 15.

At the close of each quarter an account shall be prepared at the Hongkong post-office, showing in detail the totals of the lists containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Two copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance, after proper verification, shall be paid by means of a bill of exchange on London, England, drawn payable on demand, for the equivalent, in sterling money, of the amount of such balance, on the basis that \$4.87 of United States money is equivalent to £1 sterling.

For this quarterly account forms shall be used in exact conformity with the patterns "C," "D," and "E," hereto annexed.

If pending the settlement of an account one of the two postal administrations shall ascertain that it owes the other a balance exceeding \$5,000, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other.

But when the indebtedness is less than \$5,000 nothing herein contained shall prevent the debtor administration from remitting any part of such indebtedness at discretion.

ARTICLE 16.

The postal administration in either country shall be authorized to adopt any additional rules, if not repugnant to the foregoing, for the greater security against fraud, or for the better working of the system generally. All such additional rules, however, must be communicated to the postal administration of the other country.

ARTICLE 17.

Should it appear that money orders are used by mercantile men either in Hongkong or in the United States for the transmission of large sums of money, the Hongkong or United States postal administration, as the case may be, shall have the power of increasing the commission, and even of wholly suspending, for a time, the issue of money orders.

ARTICLE 18.

This convention shall come into operation on the 1st day of July, 1894, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the 3rd day of March, 1894, and in Hongkong on the 20th day of January, 1894.

[Seal of the Post-Office Department
of the United States.]

W. S. BISSELL,
Postmaster-General of the United States of America.
G. STAFFORD NORTHCOTE,
Acting Postmaster-General of Hongkong.

(A.)

GENERAL POST-OFFICE,
Hongkong, _____, 189—.

SIR: I have examined this list of money orders from No. — to No. —, inclusive, for sums received in the United States for payment in the Colony of Hongkong, amounting in the aggregate to \$——.

The said list was found to be correct with the following exceptions:

I have the honour to be, sir, your obedient servant,

Superintendent Money-Order Office.

To the POSTMASTER,
Money-Order Exchange Office,
San Francisco, Cal., U. S. A.

(A.)

List No. —.

{ OFFICE }
{ STAMP. }

List of money orders issued in the United States of America and payable in the colony of Hongkong.

| No. of international order | No. of original order. | Date. | Office of issue. | Name of remitter. | Address of remitter. | Office of payment. | Full name of payee. | Full address of payee. | Amount in U. S. money. | For use of Hongkong office. | | |
|----------------------------|------------------------|-------|------------------|-------------------|----------------------|--------------------|---------------------|------------------------|------------------------|-----------------------------|---------------------------|----------|
| | | | | | | | | | | Date of payment. | Amount in Hongkong money. | Remarks. |
| | | | | | | | | | \$ c. | | | |

(A.)

MONEY-ORDER OFFICE,
San Francisco, Cal., _____, 189—.

SIR: I have received your list No. — relative to money orders issued in the colony of Hongkong and payable in the United States of America.

In return I transmit to you a detailed account of the amounts received for orders issued in the United States, and payable in Hongkong, the particulars of which have reached this office since the dispatch of my previous list No. —.

Awaiting an acknowledgment of the present list,

I have the honor to be, sir, your obedient servant,

Postmaster.

To the SUPERINTENDENT MONEY-ORDER OFFICE,
Hongkong.

(B.)

MONEY-ORDER OFFICE,
San Francisco, Cal., _____, 189—.

SIR: I have received this list of money orders from No. — to —, inclusive, for sums received in the colony of Hongkong for payment in the United States amounting in the aggregate to \$——.

The said list was found to be correct with the following exceptions:

I have the honor to be, sir, your obedient servant,

Postmaster.

To the SUPERINTENDENT MONEY-ORDER OFFICE,
Hongkong.

(B.)

List No. —.

{ OFFICE }
{ STAMP. }

List of money orders issued in the colony of Hongkong and payable in the United States of America.

| No. of international order. | No. of original order. | Date. | Office of issue. | Office of payment. | Name of remitter. | Address of remitter. | Full name of payee. | Full address of payee (including office and State, and, if possible, county). | Amount in United States money. | Amount in Hongkong money. | For use of San Francisco office. |
|-----------------------------|------------------------|-------|------------------|--------------------|-------------------|----------------------|---------------------|---|--------------------------------|---------------------------|----------------------------------|
| | | | | | | | | | \$. c. | | |

(B.)

MONEY-ORDER OFFICE, GENERAL POST-OFFICE,
Hongkong, ———, 189—.

SIR: I have received your list No. — relative to money orders issued in the United States of America and payable in the colony of Hongkong.

In return, I transmit to you a detailed account of the amounts received for orders issued in Hongkong and payable in the United States, the particulars of which have reached this office since the dispatch of my previous list No. —.

Awaiting an acknowledgment of the present list,

I have the honor to be, sir, your obedient servant,

Superintendent Money-Order Office.

To the POSTMASTER,

Money-Order Exchange Office, San Francisco, Cal., U. S. A.

(C.)

— quarter of 189—.

List of money orders, authority for the repayment of which to the remitters has been given to the country of issue during the quarter above mentioned.

[illegible]

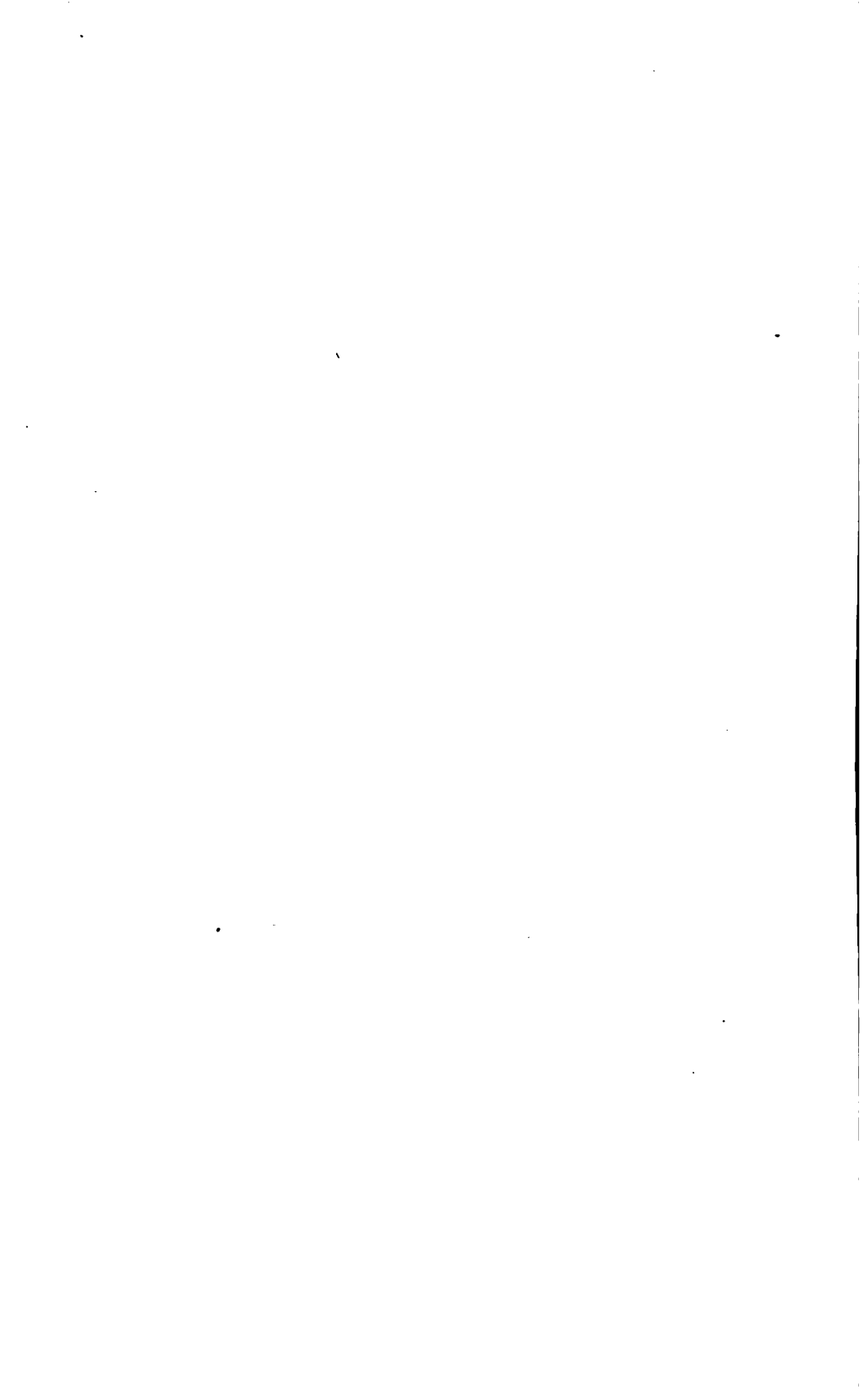
(E.)

— Quarter of 189—.

General statement of the result of the exchange of money orders between the colony of Hongkong and the United States of America.

[illegible]

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1894.



REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1894.

SIR: Owing to the illness of Second Assistant Postmaster-General Charles Neilson, it devolves upon me to submit to you the report of this office for the fiscal year ended June 30, 1894.

MAIL SERVICE IN GENERAL.

The annual rate of expenditure for mail transportation on June 30, 1894, was—

| | |
|--|--------------------------|
| For 19,375 star routes, aggregating 251,587.55 miles in length..... | \$5, 893, 390. 07½ |
| For 2,161 special office routes, aggregating 16,592.33 miles in length..... | 31, 310. 23 |
| For 127 steamboat routes, aggregating 11,054.86 miles in length..... | 423, 219. 26 |
| For 7,326 mail messenger routes, aggregating 5,742.65 miles in length..... | 1, 205, 136. 20 |
| For 2,606 railroad routes, aggregating 169,768.81 miles in length..... | 27, 153, 091. 16 |
| For 214 railway post-office car routes, aggregating 35,080.76 miles in length..... | 3, 205, 098. 85 |
| For 6,852 railway post-office clerks..... | 6, 989, 449. 00 |
| For necessary and special facilities..... | 171, 238. 75 |
| For mail equipments..... | 303, 426. 25 |
| Total inland mail service..... | 45, 375, 359, 77½ |
| For foreign mail service: | |
| Aggregate cost..... | \$1, 417, 832. 58 |
| Less for intermediary service to foreign countries..... | 178, 470. 00 |
| | 1, 239, 362. 58 |
| Total..... | 46, 614, 722. 35½ |

Summary of all classes of inland mail service in operation June 30, 1894.

| | |
|--|---------------------|
| Number of routes..... | 31, 597 |
| Length of routes.....miles.. | 454, 746. 20 |
| Annual rate of expenditure..... | \$45, 375, 359. 77½ |
| Number of miles traveled per annum..... | 396, 809, 866. 36 |
| Rate of cost per mile traveled.....cents.. | 11. 43 |
| Rate of cost per mile of length..... | \$99. 78 |
| Average number of trips per week..... | 8. 39 |

Comparison with the report for June 30, 1893, shows:

| | | Per cent. |
|--|-----------------------|----------------------|
| Increase in routes | number.. | 766 = 2.48 |
| Increase length of routes | miles.. | 913.37 = .20 |
| Increase annual rate of expenditure | \$1,777,362.22 = 4.07 | |
| Increase distance traveled per annum | miles.. | 15,310,780.61 = 4.01 |
| Increase rate of cost per mile traveled of 0.01 cent, equal to... | | .08 |
| Increase rate of cost per mile of length | \$372 | = 3.87 |
| Increase average number of trips per week of 0.31 equal to.... | | 3.83 |
| Number of contracts drawn in duplicate during the year | | 6,192 |
| Proposals received during the year under the general advertisement | | 95,778 |
| Under the bulletin advertisement | | 10,193 |
| Total | | 105,971 |

MAIL SERVICE IN DETAIL.

STAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1894, was \$5,893,390.07½; the number of routes, 19,375; the aggregate length of routes, 251,587.55 miles; the annual travel, 113,570,338.48 miles; the number of trips per week, 4.34, and the rate of cost per mile traveled, 5.19 cents.

Comparison with the report for June 30, 1893, shows an increase of 716, or 3.83 per cent, in the number of routes; of 1,728.50 miles, or 0.69 per cent, in the length of routes; of \$134,570.24, or 2.33 per cent, in the annual rate of expenditure; of 3,354,073.06 miles, or 3.04 per cent, in the distance traveled per annum; of 0.10, or 2.35 per cent, in the average number of trips per week, and a decrease of 0.03 cent, or 0.57 per cent, in the rate of cost per mile traveled.

The appropriation for the last fiscal year was \$5,945,000.

The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1894, is \$5,846,855.65, leaving an unexpended balance of \$98,144.35. Out of this amount, however, must be deducted all accounts chargeable to the appropriation for that year, which had not been stated by the Auditor up to September 30, 1894.

The annual rate of expenditure on July 1, 1894, under contracts made during the past fiscal year for the performance of star service from July 1, 1894, to June 30, 1898, in the fourth contract section, embracing the States and Territories of Arkansas, Louisiana, Texas, Indian, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, and Alaska, was \$1,979,658.87; a decrease in the annual rate of expenditure for service in the same section on June 30, 1894, of \$225,661.21.

The total number of star routes in operation on July 1, 1894, was 19,562; an increase of 187 over the number in operation on June 30, 1894.

The total annual rate of expenditure was—

| | |
|--------------------------|-----------------|
| July 1, 1894 | \$5,673,004.48½ |
| September 30, 1894 | 5,736,839.43½ |

The appropriation for the current fiscal year is \$6,000,000.

The amount estimated as necessary for the fiscal year ending June 30, 1896, is \$5,875,000, being \$125,000, or 2.08 per cent, less than the appropriation for the current fiscal year.

Attention is invited to the reduction in the annual cost of \$225,661.21 resulting from the reletting of service in the fourth contract section, which represents during the contract term of four years a saving of \$902,644.84; and this large reduction in the aggregate was effected notwithstanding the fact that the new contracts provide for an increase in the number of miles of annual travel of over 3 per cent more than was covered by the contracts which expired.

It is this reduction that enables us to make our estimate for star service next year \$125,000 less than the appropriation for the current year, and at the same time make provision for the probable needs of this service. The decrease in cost per mile under the new contracts may be at least partially accounted for by the fact that the rates paid for service in the comparatively new sections of country are always higher than those paid in the older States, and as the new portions have become more thickly settled within the four years that have elapsed since the preceding contracts were executed, so the competition in bidding increases. The advantages of having employment for a definite term of years, with payments from the Government that may be depended upon with regularity and certainty, are also factors that are undoubtedly considered by bidders in times of business depression.

The system of star routes starting from the railroads as bases of supply and reaching out to the most remote settlements comes nearer to the people living in rural communities than any other branch of mail transportation; and during the past year renewed efforts have been made to render this service more efficient by establishing new routes and adding to the frequency of trips on existing routes as rapidly as the amount of mail to be carried would warrant it; and that these efforts have been attended with some degree of success is indicated by the increase in annual travel of more than three and one-third millions of miles.

The policy of this office for many years past has been to conduct its lettings of mail contracts with absolute impartiality, without favoring or discriminating against any class of bidders. The greatest possible publicity is given to all advertisements inviting proposals, the routes are awarded to the lowest bidders, and all accepted bidders and contractors are made to understand that failures on their part to discharge the obligations which they have voluntarily assumed will not be lightly excused. It has not been thought wise to recommend any legislation that would bar out speculative bidding, but such regulations have from time to time been promulgated for the government of contractors and the protection of the Department as the best interests of the service seemed to require.

In this connection thought has been given to the lack of security to the Department in accepting a large number of proposals from a speculative bidder, and to the need of some additional requirement that would give to the Government the "sufficient guaranties for faithful performance" of the service that is contemplated by the law. The statutes provide that the proposal shall be accompanied by the bond of the bidder, with sureties, in a sum to be designated by the Postmaster-General, and that there shall be indorsed thereon the oaths of the sureties that they are the owners of real estate worth in the aggregate double the amount of the bond (over and above all debts, judgments, mortgages, etc.), together with a brief description of the real estate, its amount, probable value, where situated, and where the record evidence of their title exists. The evident object of the statute was to give the Department real-estate security in double the sum of the bond

to guarantee the performance of the service proposed by the bidder. The defect in the practice that has heretofore obtained arises from the same sureties and the same real estate of limited value being used over and over again for an indefinite number of proposals, so that while the real estate is double the amount of any one of the bonds, it is only a small fraction of the aggregate of the bonds.

Instances could be cited in which the value of the real estate amounted to but 3 or 4 per cent of the aggregate of the bonds on the accepted bids. In order to give the Government additional security in this respect a regulation was issued and inserted in our last general advertisement inviting proposals for carrying mails, which read as follows:

All accepted bidders under this advertisement will be required to execute contracts, with sureties to be approved by the Postmaster-General. No person will be accepted as a surety on a contract unless he shall make oath that he is the owner of real estate worth the sum named in said contract over and above all debts due and owing by him, and all judgments, mortgages, and executions against him after allowing all exemptions of every character whatever, and also *over and above the amount of any and all other contracts for carrying the mail which he has previously executed as surety and which have not expired.*

It will be noticed that before any person can become surety on two or more contracts he must be the owner of real estate worth the aggregate amount of annual compensation named in all such contracts over and above all debts, etc. This will not operate as a restriction upon legitimate bidding by responsible persons, but will give the Department an additional guaranty as to the faithful performance of service under its contracts.

With the same object in view some changes have been made in the form of proposal used under the bulletin advertisement for miscellaneous routes. Formerly such bids were not required to be accompanied by a formal bond, the bidders merely giving two sureties, who guaranteed that the service would be performed; but as the scope of the bulletin advertisement was extended under the act of July 26, 1892, this was found to be insufficient, and a formal bond and other requirements were added, making that proposal more in conformity with the one used under a general advertisement.

In the report submitted last year reference was made to certain transactions on the part of unprincipled speculative bidders in connection with their dealings with their subcontractors, which made it necessary for this office to take action to compel the filing of subcontracts, so that subcontractors could be protected in securing payments for their work. Subsequently further action was taken in a similar class of cases.

It is well known that speculative bidders who are awarded a considerable number of routes occasionally find some that can be sublet only at a loss. In such cases, if the subcontract is filed in this office for recognition as provided by law, payments by the Department are limited to the contract rate, and the subcontractor must rely on the contractor for the excess. It was found that dishonest contractors were refusing to pay this excess, where they found it practicable to do so, thus escaping the losses on unprofitable routes, but receiving the benefits of those which had been sublet at a profit. To check this practice there was issued, under date of February 3, 1894, the following notice to contractors:

When a contractor executes a subcontract at a rate of pay higher than the contract rate and such subcontract has been recognized and payments made by the Department to the subcontractor at the contract rate of pay, it becomes an imperative duty

of the contractor to simultaneously provide for paying to the subcontractor the sum due him in excess of the amount paid by the Department; and failure to make suitable provision and actual payments will be considered as sufficient ground to cause the name of the contractor to be entered upon the list of those who are barred from recognition by the Department as bidders or as sureties for bidders for mail service.

It is to be regretted that such a condition of affairs should exist as to make such regulations necessary, but as in all branches of business there are to be found some dishonest men, so among mail contractors there are those who do not stop at unscrupulous methods which for a time may seem to result in their pecuniary advancement; and while such action by the Department does not affect the honest contractors, it is needful for the restraint of others and for the protection of the sub-contractors who are doing the work.

I desire to renew the recommendation heretofore made for the repeal of so much of section 413, Revised Statutes, as is embraced under the headings "First," "Second," "Third," "Fourth," and "Sixth." The reasons therefor are very fully given in the report submitted last year.

REGULATION WAGON SERVICE.

This service is performed in cities in wagons of uniform character prescribed by the Department. It is included in the estimate for star service and is paid for out of the appropriation for that service.

On June 30, 1894, there were 37 routes aggregating 922.15 miles in length. The annual rate of expenditure was \$547,171; the number of miles traveled per annum, 3,426,926.17; the average number of trips per week, 35.73, and the rate of cost per mile traveled, 15.96 cents.

While the number of routes was but one more than in the previous year, there was an increase of 308.08 miles, or 50.17 per cent, in the length of routes; of \$70,083.86, or 14.68 per cent, in the annual rate of expenditure; of 1,049,291.95 miles, or 44.13 per cent, in the number of miles traveled per annum; and a decrease of 4.10 cents, or 20.43 per cent, in the rate of cost per mile traveled; and of 1.50, or 4.02 per cent, in the average number of trips per week.

The following statement shows the cities in which regulation wagon service was in operation on June 30, 1894, with the annual rate of expenditure in each city:

Annual rate of expenditure for regulation-wagon, mail-messenger, mail-station, and transfer service in operation on June 30, 1894.

| City. | Annual rate. | City. | Annual rate. |
|--------------------|--------------|----------------------|--------------|
| Boston, Mass. | \$49,516 | Nashville, Tenn. | \$2,248 |
| Providence, R. I. | 2,760 | Louisville, Ky. | 7,619 |
| Brooklyn, N. Y. | 18,934 | Cincinnati, Ohio. | 17,880 |
| Buffalo, N. Y. | 5,570 | Cleveland, Ohio. | 6,789 |
| New York, N. Y. | 192,000 | Toledo, Ohio. | 4,797 |
| Jersey City, N. J. | 4,400 | Columbus, Ohio. | 1,600 |
| Philadelphia, Pa. | 53,900 | Chicago, Ill. | 48,500 |
| Pittsburg, Pa. | 11,300 | Detroit, Mich. | 4,872 |
| Baltimore, Md. | 18,700 | Milwaukee, Wis. | 6,372 |
| Washington, D. C. | 18,700 | St. Paul, Minn. | 3,760 |
| Richmond, Va. | 2,985 | Minneapolis, Minn. | 4,890 |
| Wilmington, N. C. | 788 | Burlington, Iowa. | 1,194 |
| Charleston, S. C. | 2,290 | St. Louis, Mo. | 14,642 |
| Atlanta, Ga. | 1,918 | Kansas City, Mo. | 5,360 |
| Macon, Ga. | 980 | New Orleans, La. | 4,943 |
| Savannah, Ga. | 2,080 | Omaha, Nebr. | 3,970 |
| Jacksonville, Fla. | 1,296 | San Francisco, Cal. | 12,000 |
| Chattanooga, Tenn. | 1,660 | | |
| Knoxville, Tenn. | 888 | | |
| Memphis, Tenn. | 5,570 | | |
| | | Total for 37 cities. | 547,171 |

The annual rate of expenditure on July 1, 1894, was \$547,675, an increase of \$504 over the annual rate on June 30, 1894.

This increase resulted from reletting the service in the three cities last named. We have continued our efforts to advance the efficiency of this service by enforcing the observance of time schedules and requiring the standard of equipment to be maintained. The advertisement inviting proposals for regulation wagon service, recently issued, contemplates reletting the contracts for the cities of Cincinnati, Cleveland, Columbus, Toledo, Chicago, Detroit, Milwaukee, Minneapolis, St. Paul, Kansas City, and St. Louis. New plans and specifications for the construction of regulation wagons to be used under contracts that shall hereafter be made were adopted September 1, 1894, to supersede those that were adopted in 1879. The new ones contemplate the use of two sizes of two-horse wagons, and two sizes of one-horse wagons, besides a one-horse two-wheeled cart and a hand cart, the two latter not to be used generally but only when exceptional conditions shall make their use desirable. The new wagons thus provided for will embody the most modern improvements for that class of wagons and will further tend to facilitate the handling of the mails in our large cities. It is not probable that there will be occasion to extend regulation wagon service to any additional cities for some years to come.

SPECIAL-OFFICE SERVICE.

The amount expended for this class of service during the year ending June 30, 1893, was \$41,338.99; during the year ending June 30, 1894, \$31,310.23.

The number of special offices on June 30, 1894, was 2,161, with an aggregate length of 16,592.33 miles, and an annual travel (estimated on the basis of 2.13 average trips per week) of 3,685,436.32 miles. The rate of cost per mile, based on the above estimate, was 0.85 cents.

Comparison with the previous year shows a decrease of 51 routes; of 3,437.98 miles, or 17.16 per cent in length of routes; of \$10,028.76, or 24.26 per cent, in the annual expenditure; of 182,170.48 miles, or 4.71 per cent, in the estimated travel per annum; a decrease of 0.21 cent, or 19.81 per cent, in the rate of cost per mile of travel, and an increase of 0.28, or 15.13 per cent in the number of trips per week.

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special-office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied or an amount of mail to be carried that will justify such action regular contract service is provided for its supply.

STEAMBOAT SERVICE.

The annual rate of expenditure for this service on June 30, 1894, was \$423,219.26; the number of routes, 127; the aggregate length of routes, 11,054.86 miles, and the annual travel, 3,376,867.09 miles. The rate of cost per mile of travel was 12.53 cents, and the average number of trips per week, 2.93.

Comparison with the previous year shows a decrease of 9 in the number of routes; of 209.62 miles, or 1.86 per cent, in the length of routes; of \$9,851.62, or 2.27 per cent, in the annual rate of expenditure; of 135,553.75 miles, or 3.85 per cent, in the annual travel, and of 0.06, or 2 per cent, on the average number of trips per week, while an increase of 0.21 cent, or 1.70 per cent, is shown in the rate of cost per mile of travel.

The appropriation for the last fiscal year was \$450,000; the sum expended as per Auditor's report, \$416,679.26, leaving an unexpended balance of \$33,320.74.

The annual rate of expenditure on July 1, 1894, under contracts made during the last fiscal year for the performance of steamboat service from July 1, 1894, to June 30, 1898, in the fourth contract section, was \$161,212.38, a decrease in the annual rate of expenditure for service in the same section on June 30, 1894, of \$19,501.54.

The number of steamboat routes in operation on July 1, 1894, was 128.

The total annual rate of expenditure was—

| | |
|-------------------------|----------------|
| July 1, 1894..... | \$406, 125. 75 |
| September 30, 1894..... | 407, 639. 16 |

The appropriation for the current fiscal year is \$420,000.

The amount estimated as necessary for the fiscal year ending June 30, 1896, is \$420,000, being the same amount as the appropriation for the present fiscal year.

The reduction of \$19,501.54 per annum, resulting from reletting the steamboat service in the fourth contract section, represents a saving during the four-year term of \$78,006.16.

MAIL-MESSENGER SERVICE—(embracing screen wagon service).

The annual rate of expenditure for this class of service on June 30, 1894, was \$1,205,136.20; the number of routes, 7,326; the aggregate length of routes, 5,742.65 miles; the annual travel, 11,459,629.19 miles; the rate of cost per mile traveled, 10.51 cents, and the average number of trips per week, 19.18.

A comparison of the above figures with those of the previous year shows an increase of 31 routes; of 16.03 miles, or 0.28 per cent, in the aggregate length of routes; of 307,410.70 miles, or 2.75 per cent, in the annual travel, and of 0.46, or 2.45 per cent, in the average number of trips per week, while a decrease is shown in the annual rate of expenditure of \$18,275.01, or 1.49 per cent, and of 0.46 cent, or 4.19 per cent, in the rate of cost per mile of travel.

The appropriation for the last fiscal year was \$1,275,000; the sum expended as per Auditor's report, \$1,208,971, leaving an unexpended balance of \$66,027.29.

The annual rate of expenditure was—

| | |
|-------------------------|-------------------|
| July 1, 1894..... | \$1, 201, 953. 25 |
| September 30, 1894..... | 1, 197, 693. 33 |

The appropriation for the current fiscal year is \$1,285,000.

The amount estimated as necessary for the fiscal year ending June 30, 1896, is \$1,275,000, being \$10,000, or 0.77 per cent, less than the appropriation for the current fiscal year.

Screen-wagon service is a feature of mail-messenger service. It is in operation under contracts for fixed periods in 45 cities at an annual rate of expenditure of \$87,090, and in 33 cities under the regular mail-messenger lettings at an annual rate of expenditure of \$30,701.50.

The following is a list of the places in which it was in operation on July 1, 1894:

Contract screen-wagon service in operation July 1, 1894.

| No. of route. | Cities. | Cost per annum. | No. of route. | Cities. | Cost per annum. |
|---------------|-------------------------------|-----------------|---------------|----------------------------|-----------------|
| 201011 | Lewiston and Auburn, Me. | \$1,643.00 | 233011 | Evansville, Ind. | \$1,470.00 |
| 204011 | Fall River, Mass. | 894.00 | 233013 | La Fayette, Ind. | 1,180.00 |
| 204012 | Lowell, Mass. | 992.00 | 235011 | Bloomington, Ill. | 1,994.00 |
| 204013 | Springfield, Mass. | 1,186.00 | 243011 | Council Bluffs, Iowa. | 2,000.00 |
| 204014 | Worcester, Mass. | 1,997.00 | 245011 | Springfield, Mo. | 944.00 |
| 206011 | Bridgeport, Conn. | 1,487.00 | 247011 | Little Rock, Ark. | 1,372.00 |
| 206012 | Hartford, Conn. | 2,346.00 | 247012 | Texarkana, Ark. | 930.00 |
| 206013 | New Haven, Conn. | 3,500.00 | 250011 | Dallas, Tex. | 1,747.00 |
| 206014 | Waterbury, Conn. | 1,389.00 | 250012 | Fort Worth, Tex. | 1,240.00 |
| 207011 | Albany, N. Y. | 2,700.00 | 255011 | Fort Scott, Kans. | 1,090.00 |
| 207012 | Catskill, N. Y. | 1,440.00 | 255012 | Kansas City, Kans. | 1,896.00 |
| 207013 | Elmira, N. Y. | 1,722.00 | 255013 | Leavenworth, Kans. | 1,587.00 |
| 207014 | Long Island City, N. Y. | 1,475.00 | 255014 | Topeka, Kans. | 1,672.00 |
| 207015 | Rochester, N. Y. | 3,000.00 | 255015 | Wichita, Kans. | 1,160.00 |
| 207016 | Syracuse, N. Y. | 1,987.00 | 263011 | Helena, Mont. | 1,272.00 |
| 207017 | Troy, N. Y. | 1,625.00 | 269011 | Salt Lake City, Utah. | 1,472.00 |
| 209011 | Newark, N. J. | 3,230.00 | 271011 | Seattle, Wash. | 2,350.00 |
| 210011 | Allegheny, Pa. | 2,540.00 | 273011 | Portland, Oreg. | 6,000.00 |
| 210012 | Eric, Pa. | 1,680.00 | 276011 | Los Angeles, Cal. | 5,490.00 |
| 210013 | Harriaburg, Pa. | 1,996.00 | 276012 | Oakland, Cal. | 2,300.00 |
| 214011 | Norfolk, Va. | 3,400.00 | 276013 | Sacramento, Cal. | 1,472.00 |
| 231011 | Dayton, Ohio | 1,180.00 | | Total, 45 cities | 87,090.00 |
| 231012 | Mansfield, Ohio. | 1,344.00 | | | |
| 231013 | Springfield, Ohio. | 1,725.00 | | | |

Screen-wagon service in operation (but not under contract) July 1, 1894.

| | | | | | |
|--------|--------------------------|----------|--------|---------------------------------|-----------|
| 202086 | Concord, N. H. | \$925.00 | 235074 | Decatur, Ill. | \$470.00 |
| 203062 | Rutland, Vt. | 600.00 | 235245 | Rock Island, Ill. | 998.00 |
| 207027 | Auburn, N. Y. | 545.00 | 237059 | Saginaw (east side), Mich. | 2,400.00 |
| 210121 | Easton, Pa. | 2,000.00 | 237084 | Grand Rapids, Mich. | 800.00 |
| 212040 | Wilmington, Del. | 1,147.00 | 237104 | Kalamazoo, Mich. | 600.00 |
| 214031 | Frederickburg, Va. | 395.50 | 237388 | Bay City, Mich. | 700.00 |
| 218038 | Raleigh, N. C. | 875.00 | 241088 | St. Cloud, Minn. | 339.00 |
| 218174 | Greensboro, N. C. | 475.00 | 241113 | Winona, Minn. | 1,850.00 |
| 220031 | Spartanburg, S. C. | 490.00 | 243068 | Des Moines, Iowa. | 660.00 |
| 220066 | Greenville, S. C. | 675.00 | 243071 | Dubuque, Iowa. | 1,750.00 |
| 221021 | Augusta, Ga. | 780.00 | 245076 | Nevada, Mo. | 400.00 |
| 231241 | Mount Vernon, Ohio. | 440.00 | 245095 | St. Joseph, Mo. | 2,500.00 |
| 231343 | Sandusky, Ohio. | 1,500.00 | 250063 | San Antonio, Tex. | 840.00 |
| 231429 | Zanesville, Ohio. | 524.00 | 250068 | Sherman, Tex. | 489.00 |
| 231652 | Akron, Ohio. | 1,300.00 | 255042 | Emporia, Kans. | 550.00 |
| 233070 | Fort Wayne, Ind. | 1,300.00 | 257037 | Lincoln, Nebr. | 999.00 |
| 233190 | Richmond, Ind. | 385.00 | | Total, 23 cities | 30,701.50 |

Screen-wagon service has been established in 10 additional cities since our last report, making 78 cities in all, and is proving a most satisfactory method of handling the mails in some of the larger towns where the conditions are such as to make it desirable to add to the security of the mails while being carried through the streets, but do not require the use of the more expensive regulation wagons.

RAILROAD TRANSPORTATION.

The annual rate of expenditure for railroad transportation on all routes on which the pay was adjusted on June 30, 1894, was \$27,153,091.16.

The number of routes was 2,606; the aggregate length of routes, 169,768.81 miles; number of miles traveled per annum, 264,717,595.28; the rate of cost per mile traveled, 10.25 cents, and the average number of trips per week, 14.99.

Comparison with the service of the previous year shows an increase of 77 routes; of 2,816.44 miles, or 1.68 per cent in the length of routes;

of \$1,436,485.31, or 5.58 per cent, in the annual rate of expenditure; of 11,967,021.08 miles, or 4.73 per cent, in the annual travel; of 0.08 cent, or 0.78 per cent, in the rate of cost per mile traveled, and 0.44, or 3.02 per cent, in the average number of trips per week.

The length of routes on which pay was unadjusted on June 30, 1894, was 731.95 miles.

The appropriation for the last fiscal year was \$24,500,000, which with the sum of \$1,269,000 appropriated by the deficiency act approved August 23, 1894, made a total amount of \$25,769,000 available for railroad transportation for that year. The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1894, is \$25,661,567.26.

It is estimated that the payment for service during the fiscal year ended June 30, 1894, on routes on which the pay was unadjusted on that date, will amount to \$18,000.

The annual rate of expenditure for railroad transportation on which the pay was adjusted in the fourth contract section on June 30, 1894, was \$6,299,666.78. The result of the regular quadrennial readjustment of pay for transportation in said section, by orders to October 22, 1894, and an estimate for the portion unadjusted on that date (on account of delay caused by "strikes and washouts" in the Northwest), was an increase of \$773,356, or 12.27 per cent, making the annual rate of expenditure in said section on July 1, 1894, \$7,073,022.78.

The total annual rate of expenditure for railroad transportation was:

| | |
|-------------------------|-----------------|
| July 1, 1894..... | \$27,935,268.78 |
| September 30, 1894..... | 27,931,967.56 |

The amount reported by the Auditor as withheld from the Pacific railroads is \$1,383,795.54. The appropriation for the current fiscal year is \$25,500,000. The amount estimated as necessary for the fiscal year ending June 30, 1896, is \$27,500,000, being \$2,000,000 or 7.84 per cent more than the appropriation for the current fiscal year.

In explanation of the large increase in the estimate for next year over the appropriation for the current year, it should be stated that the latter is \$1,400,000 less than the estimate that was submitted for this year and over \$1,000,000 less than the annual rate of expenditure on the first day of the year, so that if not a single mile of new service were added during the year there would be a deficiency of the amount last named.

The estimate for next year is \$600,000 more than the estimate for the current year.

As stated in our last report, the most important item of increase in railroad transportation is that resulting from the quadrennial readjustment of pay on the basis of the weight of mail carried. Whenever a reweighing shows a large increase in weight the compensation of the railroad company is increased by the operation of the statute. It is not a matter within the control of the Department. Hence when the sum provided by a general appropriation bill falls far below a low estimate previously submitted it necessarily follows that there must be a deficiency.

ELECTRIC LINE SERVICE.

The electric car line is becoming each year a more important factor in mail transportation. Service is now in operation on 47 such lines at the rates fixed by law for the carriage of mails on steam roads.

The routes thus far established are comparatively short, the longest being but 18 miles in length.

They are principally employed for the supply of suburban towns, and naturally give a much more expeditious and satisfactory service than could be acquired by the use of star or mail messenger service. There is a tendency toward the construction of electric lines of greater length to connect neighboring towns in the more thickly settled communities, and there is no doubt that in many such cases the Department will be able to use these lines to advantage to supplement or to supersede the service now performed by other methods.

Consideration is now being given to the feasibility of utilizing electric and other rapid-motor street car lines to facilitate the transportation of mails in the important cities between the main post-offices and branch offices, and to and from the railway stations. A plan of this kind would probably include the running of a special car over the several street lines for the exclusive use of the mail service, not only for carrying locked pouches, but in which a certain amount of distribution would be possible. Of course such an arrangement could be effected only by the hearty cooperation of the street car companies with the Department for the improvement of the service.

This office hopes to accomplish some substantial results in the direction indicated within the next year.

THE RAILWAY MAIL SERVICE.

RAILWAY POST-OFFICE CARS.

The annual rate of expenditure for full railway post-office cars in service on June 30, 1894, was \$3,205,098.85; the number of routes, 214; length of routes, 35,080.76 miles.

Comparison with the previous year shows a decrease of 2 routes, and of 72.15 miles in the aggregate length of routes, with an increase of \$11,509.40 in the annual rate of expenditure.

The appropriation for the last fiscal year was \$2,941,000; the sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1894, \$2,921,957.18.

The annual rate of expenditure for railway post-office cars in the fourth contract section on June 30, 1894, was \$506,398.40; under orders to October 22, 1894, there was an increase of \$104.60, making the annual rate of expenditure on July 1, 1894, \$506,503.

The total annual rate of expenditure was—

| | |
|-------------------------|-------------------|
| July 1, 1894..... | \$3, 205, 203. 45 |
| September 30, 1894..... | 3, 212, 356. 55 |

The amount reported by the auditor as withheld from the Pacific railroads is \$272,000.34. The appropriation for the current fiscal year is \$3,000,000. The amount estimated as necessary for the fiscal year ending June 30, 1896, is \$3,205,000, being \$205,000, or 6.83 per cent, more than the appropriation for the current fiscal year.

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway post-office clerks on June 30, 1894, was \$6,989,449; the number of clerks, 6,852.

Comparison with the previous year shows an increase of 207, or 3.11 per cent in the number of clerks, and of \$256,039, or 3.80 per cent, in the annual rate of expenditure.

The appropriation for the last fiscal year was \$6,894,000; the sum expended as per Auditor's report, \$6,878,194.79.

The appropriation for the current fiscal year is \$7,186,000.

The amount estimated as necessary for the fiscal year ending June

30, 1896, is \$7,433,000, being \$247,000, or 3.43 per cent more than the appropriation for the current fiscal year.

THE RAILWAY MAIL SERVICE IN GENERAL.

I beg to invite special attention to the annual report of the General Superintendent of the Railway Mail Service to this office, which deals very fully with the details of that most important branch of the service.

At the close of the last fiscal year railway postal clerks were employed on 149,401.45 miles of railway, embracing 1,136 separate railway post-office lines. The clerical force at the same time was 6,852, an increase over the previous year of 207.

The extent of car distribution is shown by the following table:

| | |
|---------------------------------------|--------------------------|
| Pieces of ordinary mail matter..... | 10, 033, 973, 790 |
| Pieces of registered mail matter..... | 16, 587, 040 |
| Pieces for city delivery | 483, 673, 425 |
| Total pieces..... | 10, 534, 234, 255 |

The efficiency of the service is shown by the following table:

| | |
|---|-------------|
| Errors committed in distributing..... | 1, 281, 094 |
| Number of pieces correct to each error in 1894..... | 7, 831 |
| Number of pieces correct to each error in 1893..... | 7, 144 |
| Decrease in errors in 1894 as compared with 1893..... | 86, 786 |

During the past year there occurred an unusual number of "strikes" and "washouts" on many lines of railroad in the West and Northwest, which seriously delayed the transportation of the mails to the detriment of the public interests.

Careful consideration should be given to the remarks of the General Superintendent concerning the need of legislation for the relief of clerks injured while on duty; to make provision for the families of clerks killed while on duty; to enlarge the organization of the clerical force of the Railway Mail Service, and to authorize the employment of a corps of auxiliary clerks, all of them matters of importance on which favorable action has heretofore been recommended.

SPECIAL FACILITIES.

In submitting the estimates for the fiscal years of 1893, 1894, and 1895 this office declined to include the item of "special facilities," for reasons heretofore stated.

Appropriations were made, however, for each of those years.

The annual rate of expenditure for this service on June 30, 1894, was \$171,238.75, and the sum was expended as shown in the following statement:

| No. of route. | Terminals. | Railroad company. | Miles. | Pay per annum. |
|---------------|---|---|--------|--------------------|
| 109004 | New York, N. Y., to Philadelphia, Pa. | Pennsylvania..... | 90.65 | \$11, 331.25 |
| 113001 | Philadelphia, Pa., to Washington, D. C. | Philadelphia, Wilmington and Baltimore. | 137.53 | 17, 191.25 |
| 114002 | Washington, D. C., to Lynchburg, Va. | Richmond and Danville..... | 173.13 | 21, 755.00 |
| 114016 | Lynchburg, Va., to Danville Junction (n. o.), Va. |do..... | 65.52 | 8, 217.50 |
| 114038 | Danville Junction (n. o.), Va., to Charlotte, N. C. |do..... | 142.29 | 17, 850.00 |
| 121001 | Charlotte, N. C., to Atlanta, Ga. |do..... | 267.71 | 33, 463.75 |
| 121003 | Atlanta, Ga., to West Point, Ga. | Atlanta and West Point..... | 86.32 | 10, 790.00 |
| 124001 | West Point, Ga., to Montgomery, Ala. | Western Railway Co. of Alabama.. | 86.40 | 10, 800.00 |
| 124012 | Montgomery, Ala., to New Orleans, La. | Louisville and Nashville..... | 318.72 | 39, 840.00 |
| | | | | 171, 238.75 |

The appropriation for the current year is \$196,614.22.
No estimate is submitted for the next fiscal year.

WORLD'S COLUMBIAN EXPOSITION.

From the sum of \$23,000 appropriated by section 4 of the act making appropriations for the postal service, approved July 13, 1892, "to establish in the Government building, upon the ground of the World's Columbian Exposition, a branch station of the Chicago, Ill., post-office," for the transportation of mails by railroad and mail-messenger service in connection therewith, the sum of \$13,836.72 was expended.

After the close of the Exposition this particular service was discontinued.

MAIL EQUIPMENTS.

The total expenditure for mail bags and mail-bag catchers, with their appurtenances and repairs, during the year ended June 30, 1894, was \$259,996.57; the appropriation was \$260,000, leaving an unexpended balance of \$3.43.

The total expenditure for mail locks and keys, including repair of same, was \$34,937.35; the appropriation was \$35,000, leaving an unexpended balance of \$62.65.

The total expenditure for rent and maintenance of the mail-bag and lock-repair shop was \$8,492.33; the appropriation was \$8,500, leaving an unexpended balance of \$7.67.

Comparison with the work of the previous year shows that the expenditures for mail bags and mail-bag catchers, etc., and for mail locks and keys, etc., were practically the same, while the expenditure for the mail-bag and lock-repair shop was increased \$2,015.49, which includes the sum of \$2,000 additional rent of building, by reason of the addition of two floors, thus affording increased space and facilities.

The appropriations for the current fiscal year are—

| | |
|--|-----------------|
| For mail bags, mail-bag catchers, etc..... | \$270, 000 |
| For mail locks and keys, etc..... | 35, 000 |
| For mail-bag and lock-repair shop..... | 8, 500 |
| Total | 313, 500 |

The amounts estimated as necessary for the fiscal year ending June 30, 1896, are—

| | |
|--|-----------------|
| For mail bags, mail-bag catchers, etc..... | \$270, 000 |
| For mail locks and keys, etc..... | 40, 000 |
| For mail bag and lock repair shop | 8, 500 |
| Total..... | 318, 500 |

The amounts asked for mail bags and mail-bag catchers, and for mail bag and lock repair shop are the same as for the current fiscal year. For mail locks and keys \$40,000 is estimated, being \$5,000 in excess of the appropriation for the present year. This additional \$5,000 is asked to supply sufficient Eagle locks to replace all the old style iron locks now in the service. The keys of these old locks are nearly worn out, and frequently fail to open the lock, necessitating the cutting out of the staple, and thereby increasing the cost of repairing the bag.

The several tables appended to this report, lettered from K to U, give the work of the mail-equipment division in detail.

EQUIPMENT PURCHASED.

The purchases of new equipment during the last fiscal year are shown by the following:

| | |
|---|-------------------|
| Bags (155,704) | \$107,939.38 |
| Canvas purchased for 40,164 bags | 17,503.96 |
| Making and altering 6,900 bags | 1,455.00 |
| Material for 140,485 cord fasteners | 2,692.12 |
| Mail-catchers purchased (500) | 1,625.00 |
| Total for new equipment..... | 131,215.46 |
| Paid for labor and material for repairs..... | 127,114.78 |
| New machinery (now on hand)..... | 1,666.33 |
| Total for repairs..... | 128,781.11 |

It is a noticeable fact that the sum annually expended during the past few years on account of mail bags and mail-catchers has been less than the expenditure seven years ago, although there are in use to-day three times as many leather pouches and twice as many canvas sacks as there were then. Such a creditable result is largely due to the system adopted in later years of making a careful inspection of all worn or damaged bags, condemning only the worthless and using even them for repairing others. This has made it possible to continue a bag in use for five years instead of three, an increase in the average life of a bag of 66 per cent.

MAIL-BAG REPAIR SHOP.

The number of bags repaired during the past year was 1,338,970, and the number condemned was 79,718. There were made 4,908 new bags in the shop. The average number of people employed per month was 87 men and 117 women. The sum paid for their services was \$116,256.25.

Table L, herewith, gives further details as to the work of this shop.

MAIL-LOCK REPAIR SHOP.

Table P, accompanying this report, shows in detail the amount of work turned out by the lock shop last year. This work represented a cost to the Government of \$39,768.78. The cost to the Government of the same articles at the last contract prices would have been \$72,834.43. This would show a saving by having the work done in our own shop amounting to \$33,065.65, besides \$2,586.51 paid for machinery, etc., now on hand.

The average number per month employed in the lock shop was 48. The men employed have been selected for their skill in the line of duty to which they were to be assigned. The work performed is of the best.

The saving as compared with contract prices, the slight increase in our appropriations notwithstanding the great increase in the demands for locks and keys, and the additional security to the service from having this important part of the equipment made and repaired under the immediate supervision of the Department amply demonstrate the wisdom of maintaining the mail-lock repair shop.

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports, at frequent intervals, are received from postmasters and other employes along the routes over which the mails are carried. Where failures or irregularities appear, such action

is taken, as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection.

| | |
|---|---------------------|
| The gross amount of reductions and fines from the pay of postal contractors and others for the year ended June 30, 1894, was..... | \$300, 431. 28 |
| The amount of remissions on deductions on account of satisfactory explanation was..... | \$86, 103. 70 |
| The amount of remissions of fines was | 6, 016. 62 |
| | <u>92, 120. 32</u> |
| Leaving the net amount of deductions and fines for the fiscal year ended June 30, 1894..... | <u>208, 310. 96</u> |

The above amounts are classified as follows:

| | |
|---|-----------------------|
| Deductions and fines: | |
| Railroad service..... | \$235, 164. 73 |
| Star service..... | 46, 417. 08 |
| Steamboat service..... | 10, 884. 68 |
| Mail messengers..... | 4, 955. 33 |
| Postal clerks..... | 3, 009. 46 |
| Total deductions and fines..... | <u>\$300, 431. 28</u> |
| Remissions: | |
| Railroad service..... | 90, 425. 56 |
| Star service..... | 661. 61 |
| Steamboat service..... | 925. 05 |
| Mail messengers..... | 92. 08 |
| Postal clerks..... | 16. 02 |
| Total remissions..... | <u>92, 120. 32</u> |
| Leaving the net amount of deductions and fines for the fiscal year ended June 30, 1894..... | <u>208, 310. 96</u> |

FOREIGN MAILS.

The expenditure on account of the transportation of foreign mails during the fiscal year ended June 30, 1894, was \$1,239,362.58, distributed as follows:

| | |
|--|------------------------|
| Transatlantic service | \$610, 882. 27 |
| Transpacific service..... | 152, 455. 20 |
| Miscellaneous service..... | 410, 063. 33 |
| Panama Railway Company | 14, 573. 05 |
| Sea post-office service..... | 41, 413. 66 |
| Sea conveyance from the United States of closed mails of foreign origin. | 54, 231. 56 |
| Amount paid to foreign countries for the intermediary transit of closed mails of United States origin..... | 104, 803. 39 |
| Open mail matter of United States origin | 26, 253. 31 |
| Expense of postal agency at Shanghai | 2, 376. 13 |
| United States share of expense of maintaining the International Bureau at Berne, Switzerland, including subscription to the journal L'Union Postale..... | 780. 68 |
| | <u>1, 417, 832. 58</u> |
| Less amounts received for the intermediary transit of closed mails of foreign origin..... | \$121, 000. 00 |
| For intermediary transit of open-mail matter of foreign origin..... | 47, 232. 52 |
| For conveying Cuban mails from Havana, Cuba, to Tampa, Fla..... | 6, 941. 00 |
| Box rents and sale of stamps, etc., at U. S. postal agency at Shanghai..... | 3, 296. 48 |
| | <u>178, 470. 00</u> |
| Net cost of service | <u>1, 239, 362. 58</u> |

The appropriation for the last fiscal year was \$1,600,000 for transportation and \$110,000 for balances due foreign countries. The sums expended, as shown by the Auditor's report, were \$1,250,154.47 and \$81,143.81, respectively.

The appropriation for the current fiscal year is \$1,400,000 for transportation and \$110,000 for balances due foreign countries.

The amounts estimated as necessary for the fiscal year ending June 30, 1896, are—

| | |
|--|-------------|
| For transportation | \$1,792,400 |
| For balances due foreign countries | 127,000 |
| Total | 1,919,400 |

Attention is invited to the report of the Superintendent of Foreign Mails to this bureau, which gives the basis upon which this estimate is founded, and also covers the principal operations of the foreign service during the last fiscal year.

MISCELLANEOUS.

| | |
|---|----------|
| Appropriation for fiscal year ended June 30, 1894 | \$500.00 |
| Amount expended | 490.89 |
| Appropriation for current fiscal year | 500.00 |
| Amount estimated as necessary for the fiscal year ending June 30, 1896 .. | 1,000.00 |

I have the honor to be, very respectfully, yours,

GEORGE F. STONE,

Acting Second Assistant Postmaster-General.

Hon. WILSON S. BISSELL,
Postmaster-General.

P M G 94—12

ADDENDUM.

Table A.—Annual rate of expenditures, appropriations, and estimates.

- B.—Length of routes, annual rate of expenditure, and number of miles traveled in each and all branches of mail service.
- C.—Statement of railroad and railway post-office car service.
- D.—Statement of steam boat service.
- E.—Statement of increase and decrease in mail service.
- F.—Statement of deductions, fines, and remissions.
- G.—Statement of mail service, with increase and decrease, and percentage of increase or decrease as compared with previous year.
- H.—Statement of weights of mails, speed, accommodations for mails and railway post-office clerks, and readjustment of pay on railroad routes.
- I.—Statistics of railroad service, 1836 to 1894.
- K.—Statement of all contracts for mail service.
- L.—Expenditures for mail bags, mail-bag catchers, etc.
- M.—Expenditures for mail locks and keys, etc.
- N.—Expenditures for repair shop for mail equipments.
- O.—Statement of work done in mail-bag repair shop at Washington, D. C.
- P.—Statement of work done in mail-lock repair shop at Washington, D. C.
- Q.—Expenditures for mail bags, etc., 1877 to 1894.
- R.—Mail bags received and issued from storehouse at Washington, D. C.
- S.—Mail bags repaired and condemned, 1890 to 1894.
- T.—Mail bags used at New York City post-office.
- U.—Statement of current business of mail-equipment division.

A.—Annual rate of expenditure, appropriation, and estimate for mail service.

| Items. | Annual rate of expenditure June 30, 1893. | Annual rate of expenditure June 30, 1894. | Percentage of increase or decrease in annual rate of expenditure from 1893 to 1894. | | Appropriation for 1895. | Percentage of increase or decrease in appropriation for 1895 as to annual rate of expenditure for 1894. | | Estimate for 1896. | Percentage of increase or decrease in estimate for 1896 as to appropriation for 1895. | |
|---|---|---|---|-----------|-------------------------|---|-----------|--------------------|---|-----------|
| | | | Increase. | Decrease. | | Increase. | Decrease. | | Increase. | Decrease. |
| Transportation by star routes..... | \$5,758,819.83 | \$5,883,390.07 | 2.33 | ..... | \$6,000,000.00 | 1.80 | ..... | \$6,875,000.00 | ..... | 2.08 |
| Transportation by steamboat routes..... | 433,070.86 | 423,219.26 | ..... | 2.27 | \$4,420,000.00 | ..... | 76 | 430,000.00 | ..... | ..... |
| Transportation by railroad routes..... | 25,716,605.85 | 27,153,091.16 | 5.58 | ..... | 25,500,000.00 | ..... | 6.08 | 27,500,000.00 | 7.84 | ..... |
| Railway post-office car service..... | 3,193,589.45 | 3,205,094.85 | ..... | 36 | 3,000,000.00 | ..... | 6.39 | 3,205,000.00 | 6.83 | ..... |
| Railway post-office clerks..... | 6,733,410.00 | 6,989,449.00 | 3.80 | ..... | 7,186,000.00 | 2.81 | ..... | 7,433,000.00 | 3.43 | ..... |
| Necessary and special facilities on trunk lines..... | 196,614.16 | 171,238.75 | ..... | 12.90 | 196,614.22 | 14.81 | ..... | ..... | ..... | ..... |
| Mail-messenger service..... | 1,223,411.21 | 1,205,136.26 | ..... | 1.49 | 1,285,000.00 | 6.62 | ..... | 1,275,000.00 | ..... | .77 |
| Mail locks and keys..... | 24,875.60 | 24,837.35 | ..... | ..... | 35,000.00 | ..... | ..... | 40,000.00 | 14.28 | ..... |
| Mail bags and mail bag catchers..... | 293,784.74 | 258,996.57 | ..... | ..... | 270,000.00 | ..... | ..... | 270,000.00 | ..... | ..... |
| Repair shop for mail equipments..... | 6,476.84 | 8,492.33 | 31.11 | ..... | 8,500.00 | ..... | ..... | 8,500.00 | ..... | ..... |
| Miscellaneous items in the office of the Second Assistant Postmaster General..... | 500.00 | 490.89 | ..... | 1.82 | 500.00 | 1.85 | ..... | 1,000.00 | 100 | ..... |
| Foreign mail service..... | 1,097,867.25 | 1,250,154.47 | 13.87 | ..... | 1,400,000.00 | 11.98 | ..... | 1,792,400.00 | 28.02 | ..... |
| Transportation..... | 51,403.60 | 81,143.81 | 57.85 | ..... | 110,000.00 | 35.56 | ..... | 127,000.00 | 15.45 | ..... |
| Balances due foreign countries..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 44,706,429.41 | 46,675,898.71 | 4.40 | ..... | 45,411,614.00 | ..... | 2.70 | 47,946,900.00 | 5.58 | ..... |

B.—Table of star, steamboat, railroad, mail-messenger, and special office mail service in operation June 30, 1894.

[The entire service on each route is included in the amount opposite the name of the State under which the route is numbered, though the route may extend into other States.]

| States and Territories. | Star service. | | | Steamboat service. | | | Railroad service. | | | | |
|-------------------------|-------------------|-----------------------------|------------------------------|--------------------|-----------------------------|------------------------------|-------------------|--|---|--|------------------------------|
| | Length of routes. | Annual rate of expenditure. | Distance traveled per annum. | Length of routes. | Annual rate of expenditure. | Distance traveled per annum. | Length of routes. | Annual rate of expenditure for transportation. | Annual rate of expenditure for office cars. | Annual rate of expenditure for railroad service. | Distance traveled per annum. |
| | <i>Miles.</i> | <i>Dollars.</i> | <i>Miles.</i> | <i>Miles.</i> | <i>Dollars.</i> | <i>Miles.</i> | <i>Miles.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Miles.</i> |
| Maine..... | 3,946.84 | 111,586.83 | 2,404,942.20 | 769.51 | 12,775.47 | 178,058.21 | 1,457.25 | 211,578.47 | 16,352.50 | 227,930.97 | 2,140,391.85 |
| New Hampshire..... | 1,207.14 | 35,755.64 | 783,004.56 | 55 | 1,076.83 | 12,046.32 | 894.05 | 111,389.31 | 5,215.00 | 116,604.31 | 1,063,846.75 |
| Vermont..... | 1,544.37 | 43,836.87 | 1,048,840.92 | | | | 981.63 | 140,918.10 | 13,417.75 | 154,335.85 | 1,799,364.49 |
| Massachusetts..... | 1,250.09 | 97,863.90 | 1,308,047.40 | 92 | 13,575.00 | 70,370.56 | 2,282.85 | 606,737.20 | 76,734.70 | 683,471.90 | 8,749,129.41 |
| Rhode Island..... | 217.26 | 32,319.49 | 1,198,160.44 | 50 | 11,991.00 | 47,381.36 | 2,282.85 | 32,367.41 | 5,589.90 | 97,967.31 | 817,601.12 |
| Connecticut..... | 814.67 | 32,703.49 | 652,060.24 | | | | 1,136.20 | 362,062.11 | 43,749.90 | 405,812.01 | 3,518,339.18 |
| New York..... | 8,376.18 | 446,729.60 | 6,693,734.53 | 188.10 | 12,446.36 | 92,552.28 | 7,616.18 | 2,051,378.90 | 255,085.60 | 2,306,464.50 | 20,054,169.30 |
| New Jersey..... | 1,005.28 | 42,672.42 | 777,890.78 | | | | 1,783.82 | 431,060.08 | 59,027.50 | 490,867.58 | 6,198,747.25 |
| Pennsylvania..... | 9,822.85 | 331,712.60 | 6,120,640.56 | | | | 6,949.75 | 1,394,769.01 | 174,565.50 | 1,569,874.51 | 15,489,819.02 |
| Delaware..... | 322.93 | 9,091.01 | 203,727.08 | | | | 318.97 | 37,373.04 | | 37,373.04 | 736,963.28 |
| Maryland..... | 2,565.45 | 105,360.32 | 1,731,619.90 | 1,214.37 | 16,390.00 | 446,587.96 | 1,608 | 658,697.24 | 77,876.00 | 736,363.28 | 6,815,961.59 |
| Virginia..... | 10,231.75 | 183,635.46 | 5,494,904.41 | 749.67 | 40,515.62 | 352,365.48 | 4,243.75 | 738,978.94 | 102,357.45 | 841,237.39 | 6,552,730.83 |
| West Virginia..... | 6,700.56 | 105,629.78 | 2,682,680.21 | | | | 1,188.51 | 147,240.31 | 10,830.00 | 157,570.31 | 1,792,890.47 |
| North Carolina..... | 10,669.25 | 153,713.42 | 4,238,634.92 | 353.75 | 6,710.50 | 123,296 | 2,850.45 | 278,573.24 | 15,255.00 | 283,828.24 | 2,634,062.94 |
| South Carolina..... | 4,166.08 | 63,137.35 | 1,582,505.08 | 86 | 3,672.00 | 46,156 | 2,369.19 | 255,023.13 | 20,860.00 | 275,883.13 | 2,991,317.73 |
| Georgia..... | 7,280.46 | 114,311.32 | 2,699,437.60 | 12 | 1,200.00 | 14,976 | 5,609.55 | 700,992.90 | 63,267.80 | 764,170.20 | 7,636,325.75 |
| Florida..... | 3,212.04 | 65,658.90 | 1,171,110.62 | 753.53 | 81,739.57 | 275,094.56 | 2,307.61 | 199,877.49 | 3,125.00 | 203,002.49 | 2,577,960.48 |
| Alabama..... | 9,255.45 | 148,985.06 | 3,646,790.72 | 26 | 1,249.00 | 18,980 | 3,070.36 | 374,994.28 | 51,534.75 | 438,529.01 | 2,971,954.77 |
| Mississippi..... | 6,829.60 | 118,690.31 | 2,771,098.52 | 86 | 2,490.00 | 34,320 | 3,153.46 | 401,464.71 | 33,989.65 | 435,454.40 | 4,490,851.58 |
| Tennessee..... | 9,335.75 | 152,373.61 | 4,014,446.13 | 22.50 | 740.00 | 14,040 | 2,026.22 | 228,734.51 | 22,705.00 | 251,439.51 | 2,708,628.29 |
| Kentucky..... | 9,284.09 | 159,078.96 | 3,896,636.70 | 568.75 | 26,131.77 | 271,284 | 4,375.72 | 544,513.90 | 73,589.00 | 618,192.90 | 5,627,159.19 |
| Ohio..... | 6,849.27 | 204,587.261 | 4,044,663.09 | | | | 11,016.14 | 3,150,892.27 | 595,510.05 | 3,746,312.32 | 22,362,830.53 |
| Indiana..... | 4,852.15 | 106,890.38 | 2,566,944.24 | | | | 5,163.31 | 1,022,426.45 | 157,118.10 | 1,179,547.55 | 9,626,714.73 |
| Illinois..... | 4,439.56 | 136,956.88 | 2,624,043.58 | | | | 9,952.97 | 1,650,414.76 | 274,246.75 | 1,925,661.51 | 17,061,112.36 |
| Michigan..... | 5,066.32 | 128,867.60 | 2,511,343.70 | 297 | 5,242.82 | 64,116 | 6,629.66 | 894,419.53 | 42,253.50 | 948,673.03 | 11,132,746.80 |
| Wisconsin..... | 5,596.26 | 128,618.83 | 2,480,016.47 | 136.25 | 1,416.00 | 37,410 | 5,686.17 | 765,284.17 | 88,594.00 | 853,878.47 | 9,076,151.34 |
| Minnesota..... | 5,162.86 | 98,833.34 | 1,812,856.42 | 88 | 1,048.00 | 8,384 | 7,881.43 | 1,040,214.03 | 88,349.30 | 1,118,563.33 | 9,772,163.10 |
| Iowa..... | 4,481.67 | 96,521.54 | 2,103,521.65 | | | | 8,446.10 | 1,109,277.20 | 120,749.50 | 1,230,026.50 | 10,642,682 |
| Missouri..... | 11,186.78 | 229,270.84 | 5,269,327.11 | 206.85 | 2,207.40 | 29,145 | 7,484.16 | 1,398,063.63 | 207,421.75 | 1,597,025.38 | 11,875,020.40 |
| Arkansas..... | 8,477.30 | 140,791.76 | 3,254,653.86 | 692.25 | 32,875.00 | 190,758 | 1,571.85 | 117,305.47 | | 117,305.47 | 1,459,061.18 |
| Louisiana..... | 4,418.94 | 81,509.63 | 1,510,759.05 | 619.70 | 32,158.00 | 191,906 | 1,690.14 | 155,408.26 | | 166,148.26 | 1,496,258.91 |
| Texas..... | 16,062.96 | 315,108.29 | 6,795,418.32 | 37 | 692.31 | 8,424 | 9,326.51 | 922,653.31 | 10,990.50 | 942,643.81 | 9,224,660.36 |
| Indian Territory..... | | | | | | | 795.76 | 56,090.47 | | 56,090.47 | 694,189.54 |
| Oklahoma..... | 4,324.10 | 73,052.22 | 1,650,751.58 | | | | 31 | 930.00 | | 930.00 | 19,844 |

| | | | | | | | | | |
|-------------------|---------------|----------------|-----------|------------|--------------|--------------|--------------|---------------|----------------|
| Kansas..... | 86,565.61 | 2,401,427.54 | ..... | ..... | 9,206.07 | 1,047,609.37 | 87,752.10 | 1,135,361.47 | 10,263,824.96 |
| Nebraska..... | 87,150.14 | 1,909,990.41 | ..... | ..... | 6,759.70 | 1,322,206.58 | 196,052.50 | 1,520,949.08 | 8,265,000.88 |
| South Dakota..... | 75,839.94 | 1,430,605.16 | ..... | ..... | 1,619.04 | 120,143.43 | ..... | 129,143.43 | 1,211,418.85 |
| North Dakota..... | 54,031.84 | 807,912 | ..... | ..... | 2,154.35 | 188,138.57 | ..... | 188,128.57 | 1,428,616.97 |
| Montana..... | 100,947.24 | 1,309,402.12 | ..... | ..... | 1,400.69 | 69,504.06 | ..... | 69,504.06 | 906,325.00 |
| Wyoming..... | 97,992.92 | 1,076,236.98 | ..... | ..... | 935.68 | 180,906.90 | 27,065.00 | 207,871.90 | 641,226.82 |
| Colorado..... | 119,747.52 | 1,455,134 | ..... | ..... | 3,569.60 | 435,002.19 | 13,900.00 | 448,902.19 | 3,890,282.02 |
| New Mexico..... | 69,821.21 | 1,052,436.16 | ..... | ..... | 1,223.68 | 186,433.89 | ..... | 136,433.89 | 1,384,299.20 |
| Arizona..... | 89,840.26 | 1,024,208.96 | ..... | ..... | 696.02 | 77,609.09 | ..... | 77,899.09 | 1,497,871.96 |
| Utah..... | 56,518.64 | 828,223.66 | ..... | ..... | 1,389.18 | 135,096.36 | ..... | 135,096.36 | 1,411,741.24 |
| Idaho..... | 116,740.14 | 1,315,211.28 | ..... | ..... | 236.34 | 16,952.55 | ..... | 16,952.55 | 183,772.14 |
| Washington..... | 83,771.17 | 936,746.08 | ..... | 606,771.20 | 2,720.39 | 245,490.17 | ..... | 245,490.17 | 2,400,500.77 |
| Oregon..... | 185,341.23 | 2,315,987.56 | ..... | 105,278.16 | 1,366.40 | 202,163.72 | 28,751.75 | 230,915.47 | 1,352,370.41 |
| Nevada..... | 81,660.55 | 891,196.80 | ..... | ..... | 612.06 | 40,766.82 | ..... | 40,766.82 | 312,411.56 |
| California..... | 278,243.99 | 3,954,119.85 | ..... | ..... | 4,844.60 | 819,945.57 | 119,545.55 | 939,491.12 | 6,764,972.42 |
| Alaska..... | 765.78 | 5,044 | ..... | 16,805.89 | ..... | ..... | ..... | ..... | ..... |
| ..... | 206 | ..... | ..... | 17,500 | ..... | ..... | ..... | ..... | ..... |
| Total..... | 5,893,390.07½ | 113,570,388.48 | 11,054.86 | 428,219.26 | 3,376,867.09 | 169,768.81 | 3,205,098.85 | 30,358,190.01 | 264,717,595.28 |

B.—Table of star, steamboat, railroad, mail-messenger, and special office mail service, in operation June 30, 1894.—Continued.

[The entire service in each route is included in the amount opposite the name of the State under which the route is numbered, though the route may extend into other States.]

| States and Territories. | Mail-messenger service. | | | Special office service. | | | Total service. | | |
|------------------------------------|-------------------------|-----------------------------|------------------------------|-------------------------|------------------------------|-------------------------|-----------------------------------|------------------------------------|--|
| | Length of routes. | Annual rate of expenditure. | Distance traveled per annum. | Length of routes. | Distance traveled per annum. | Total length of routes. | Total annual rate of expenditure. | Total distance traveled per annum. | |
| | Miles. | Dollars. | Miles. | Miles. | Miles. | Miles. | Dollars. | Miles. | |
| Maine..... | 120.83 | 18,251.24 | 194,586.16 | 73.58 | 22,956.96 | 6,368.01 | 370,544.61 | 5,001,536.08 | |
| New Hampshire..... | 98.54 | 16,307.38 | 203,252.42 | 26.26 | 8,192.12 | 2,308.57 | 160,743.16 | 2,100,243.17 | |
| Vermont..... | 50.17 | 10,015.97 | 96,549.10 | 9.05 | 2,822.60 | 2,607.54 | 208,188.93 | 2,948,576.11 | |
| Massachusetts..... | 169.91 | 47,964.67 | 478,972.84 | 10.50 | 4,368 | 8,905.35 | 842,375.47 | 10,610,888.21 | |
| Rhode Island..... | 17.98 | 4,877.00 | 36,612.64 | 2 | 416 | 545.69 | 88,044.80 | 1,100,171.56 | |
| Connecticut..... | 116.02 | 32,253.08 | 399,642.76 | 1.25 | 385 | 2,068.14 | 470,768.58 | 4,570,427.18 | |
| New York..... | 653.35 | 133,029.93 | 1,610,545.54 | 130.62 | 40,753.24 | 16,939.43 | 2,898,670.39 | 28,492,544.89 | |
| New Jersey..... | 140.55 | 34,544.91 | 405,133.44 | 35 | 10,970 | 2,964.65 | 567,304.91 | 7,892,181.45 | |
| Pennsylvania..... | 531.46 | 109,837.68 | 1,960,296.99 | 179 | 56,848 | 17,463.06 | 2,010,914.55 | 23,125,604.57 | |
| Delaware..... | 24.29 | 4,083.48 | 34,380.02 | 2.25 | 702 | 668.44 | 50,547.53 | 737,819.53 | |
| Maryland..... | 81.39 | 13,006.37 | 129,318.48 | 101 | 31,612 | 6,570.21 | 871,109.97 | 9,154,049.93 | |
| Virginia..... | 205.03 | 25,883.69 | 432,303.70 | 391 | 121,992 | 15,821.20 | 1,066,372.16 | 12,984,296.42 | |
| West Virginia..... | 59.85 | 11,359.35 | 105,268.96 | 192.25 | 59,962 | 8,141.17 | 274,569.44 | 4,640,841.64 | |
| North Carolina..... | 117.82 | 12,956.44 | 137,951.48 | 590 | 184,060 | 14,581.27 | 467,266.60 | 7,318,125.34 | |
| South Carolina..... | 56.88 | 8,233.88 | 71,181.88 | 308 | 96,090 | 6,996.15 | 350,298.36 | 4,787,266.68 | |
| Georgia..... | 94.51 | 11,986.72 | 117,659.22 | 740.79 | 231,126.48 | 13,746.31 | 891,668.24 | 10,699,524.87 | |
| Florida..... | 76.93 | 14,024.54 | 88,904.22 | 470.20 | 97,801.60 | 6,820.31 | 364,028.40 | 4,210,771.48 | |
| Alabama..... | 79.34 | 11,795.94 | 111,213.68 | 451.35 | 93,880.80 | 12,862.52 | 588,159.01 | 7,844,780.97 | |
| Mississippi..... | 57.08 | 11,359.77 | 80,296.56 | 441.33 | 91,796.64 | 10,567.47 | 567,943.48 | 7,467,771.57 | |
| Tennessee..... | 79.90 | 11,726.32 | 109,231.87 | 423.53 | 132,141.86 | 11,887.90 | 416,188.44 | 6,978,682.46 | |
| Kentucky..... | 116.03 | 20,395.39 | 175,608.64 | 468.13 | 153,296.66 | 13,870.72 | 624,308.45 | 10,122,985.09 | |
| Ohio..... | 469.15 | 85,732.03 | 872,922.84 | 111 | 34,633 | 18,445.56 | 4,036,631.61 | 27,315,048.46 | |
| Indiana..... | 215.08 | 44,718.73 | 427,097.21 | 104.50 | 21,736 | 10,355.07 | 1,333,246.66 | 12,822,492.20 | |
| Illinois..... | 228.48 | 60,011.72 | 535,865.58 | 260.84 | 54,254.72 | 14,881.85 | 2,141,639.11 | 20,876,275.94 | |
| Michigan..... | 248.04 | 48,483.46 | 647,268.80 | 181 | 56,472 | 12,232.04 | 1,028,398.40 | 14,312,871.80 | |
| Wisconsin..... | 161.60 | 38,172.20 | 313,328.12 | 241.25 | 75,270 | 11,819.42 | 1,017,094.70 | 11,983,173.93 | |
| Minnesota..... | 112.24 | 25,172.20 | 196,873.52 | 279.50 | 87,204 | 13,524.03 | 1,244,716.87 | 11,887,501.04 | |
| Iowa..... | 183.41 | 46,190.90 | 417,401.48 | 214.50 | 41,616 | 13,325.68 | 1,373,729.14 | 13,268,221.13 | |
| Missouri..... | 140.01 | 30,359.91 | 297,010.22 | 500.92 | 104,191.36 | 19,520.72 | 1,858,843.58 | 17,074,604.09 | |
| Arkansas..... | 58.50 | 10,698.02 | 74,051.49 | 498.50 | 155,522 | 11,295.46 | 301,686.26 | 5,124,086.53 | |
| Louisiana..... | 97.20 | 17,379.31 | 133,029.80 | 319.50 | 99,684 | 7,145.48 | 297,190.20 | 3,423,087.49 | |
| Texas..... | 127.65 | 26,166.95 | 173,681.72 | 1,150.50 | 230,304 | 26,694.61 | 1,284,011.36 | 16,404,086.40 | |
| Indian Territory and Oklahoma..... | 15.30 | 4,028.00 | 24,290.66 | 1,650.50 | 524,316 | 6,846.66 | 134,070.69 | 2,912,891.78 | |
| Kansas..... | 214.36 | 54,298.13 | 422,598.42 | 62.60 | 13,000 | 15,615 | 1,296,228.21 | 13,100,340.93 | |
| Nebraska..... | 64.13 | 19,710.71 | 187,360.30 | 38 | 7,904 | 12,072.20 | 1,027,779.99 | 10,280,864.64 | |

| | | | | | | | |
|--|--------------|---------------|-----------|--------------|------------|---------------|----------------|
| 19.34 | 5,880.80 | 81,700.92 | 206.50 | 21,476 | 5,174.05 | 910,873.17 | 2,704,107.98 |
| 21.98 | 4,877.00 | 81,304.16 | 109.25 | 11,362 | 5,218.91 | 947,137.41 | 2,357,185.13 |
| 49.73 | 11,048.25 | 56,155.54 | 226 | 35,256 | 5,580.42 | 947,137.41 | 2,397,139.26 |
| 4.72 | 1,443.00 | 6,243.98 | 263 | 21,688.94 | 4,262.32 | 307,317.82 | 1,753,373.68 |
| 60.53 | 17,696.80 | 81,783.28 | 138.71 | 21,528.94 | 7,827.25 | 686,846.01 | 5,458,575.54 |
| 14.86 | 2,505.00 | 18,472.64 | 285.25 | 44,498.45 | 4,560.51 | 2,499,617.45 | 2,499,617.45 |
| 2.25 | 1,503.00 | 2,916.20 | 271 | 42,224 | 4,107.49 | 169,312.35 | 1,567,311.12 |
| 60.22 | 9,153.73 | 73,607.02 | 174 | 27,144 | 3,643.90 | 260,768.75 | 2,340,721.92 |
| 13.77 | 4,439.85 | 15,828.12 | 215.50 | 33,618 | 3,926.86 | 138,132.54 | 1,528,427.54 |
| 70.73 | 19,569.65 | 88,890.02 | 590.44 | 122,811.52 | 8,204.63 | 433,161.71 | 4,164,719.59 |
| 44.11 | 14,320.45 | 66,834.78 | 426.50 | 89,336 | 8,183.75 | 443,874.15 | 3,926,806.91 |
| 1.42 | 470.00 | 1,543.80 | 232 | 24,128 | 2,224.62 | 122,897.37 | 1,229,280.16 |
| 133.90 | 87,625.63 | 322,799.64 | 843.08 | 175,360.64 | 16,385.90 | 1,272,256.65 | 11,335,188.55 |
| 3 | 575.00 | 298 | 1,960 | 47,040 | 3,419 | 11,805.78 | 69,873 |
| 5,742.65 | 1,205,136.20 | 11,459,626.19 | 16,592.33 | 3,085,436.32 | 454,746.20 | 37,879,985.54 | 396,809,868.36 |
| Total..... | | | | | | 6,986,449.00 | |
| Railway post-office clerks..... | | | | | | 303,426.25 | |
| Mail equipments..... | | | | | | 171,238.75 | |
| Necessary and special facilities on trunk lines..... | | | | | | 81,310.23 | |
| Special office service..... | | | | | | | |
| Aggregate..... | | | | | | 45,876,359.77 | |

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1894.*

[NOTE.—All compensation for the transportation of mails on railroad routes is based on a service of not less than six round trips per week. Statement as to aided and non-aided lines based on information furnished by the Auditor of the Treasury for the Post-Office Department.]

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay | Annual | Aver- | An- | Pay | Annual | Remarks. | |
|--------------------------|--|------------------------------------|------------------------|--|---|--|---|--|---|------------------|--|
| | | | | per mile trans- porta- tion. | rate of pay for trans- portation. | age num- ber of trips per week. | thor- ized miles age, rail- way post- office cars. | per mile for rail- way post- office cars. | rate of pay for rail- way post- office cars. | | |
| MAINE. | | | | | | | | | | | |
| 101001 | Boundary Line (n. o.) and Presque Isle. | Canadian Pacific Rwy. Co. | 30.68 | Dollars. 68.40 | Dollars. 2,098.51 | 12 | Miles. Dollars. | Dollars. | | | |
| 101002 | Newport and Foxcroft | Maine Central R. R. Co. | 29.92 | 89.78 | 2,696.21 | 12 | | | | | |
| 101003 | Farmington and Brunswick | do | 67.72 | 129.11 | 8,743.32 | 14.63 | | | | | |
| 101004 | Belfast and Burnham | do | 33.53 | 119.70 | 4,013.54 | 18 | | | | | |
| 101005 | Portland and Skowhegan. | do | 102.06 | 152.19 | 15,532.51 | 19.97 | | | | | |
| 101006 | Portland and Bangor. | do | 137.15 | 456.14 | 62,971.05 | 28.85 | 135.00 | 100.00 | 13,500.00 | 2 lines 60 feet. | |
| 101007 | Portland, Me., and Norton Mills, Vt. | Atlantic and St. Lawrence Rwy. Co. | 166.04 | 156.89 | 26,548.13 | 13.57 | | | | | |
| 101008 | Portland, Me., and Rochester, N. H. | Portland and Rochester R. R. | 54.47 | 153.05 | 8,336.63 | 14.73 | | | | | |
| 101009 | Mt. Vernon and Katahdin Iron Works. | Bangor and Aroostook R. R. Co. | 18.98 | 42.75 | 811.39 | 6.50 | | | | | |
| 101010 | Portland, Me., and Fabyan House, N. H. | Maine Central R. R. Co. | 89.52 | 132.53 | 11,864.08 | 7.20 | | | | | |
| 101011 | Brunswick and Bath. | do | 9.09 | 171.00 | 1,554.39 | 34 | | | | | |
| 101012 | Bangor and Vanceboro. | do | 114.86 | 232.30 | 25,533.37 | 17.38 | 114.10 | 25.00 | 2,852.50 | 1 line 40 feet. | |
| 101013 | Bangor and Bucksport. | do | 20.54 | 87.21 | 1,791.29 | 12 | | | | | |
| 101014 | Old Town and Greenville Junction. | Bangor and Aroostook R. R. Co. | 76.66 | 94.05 | 7,299.87 | 6 | | | | | |
| 101015 | Bath and Rockland. | Maine Central R. R. Co. | 48.20 | 141.93 | 6,841.02 | 19 | | | | | |
| 101016 | Burlington and New Brunswick Line (n. o.). | Canadian Pacific Rwy. Co. | 4.00 | 66.69 | 266.76 | 18 | | | | | |
| 101017 | Calais and Princeton. | St. Croix and Penobscot R. R. Co. | 21.28 | 42.75 | 909.72 | 6 | | | | | |
| 101018 | Oakland and Bingham | Somerset Rwy. Co. | 41.72 | 78.95 | 3,210.85 | 15.60 | | | | | |
| 101019 | Mechanic Falls and Rumford Falls. | Portland and Rumford Falls Rwy. | 41.86 | 87.21 | 3,650.61 | 12 | | | | | |
| 101020 | Farmington and Phillips. | Sandy River R. R. Co. | 18.28 | 57.29 | 1,032.99 | 15 | | | | | |
| 101021 | Lewiston and Lewiston Junction. | Lewiston and Auburn Rwy. Co. | 5.50 | 50.46 | 277.47 | 15 | | | | | |

[illegible]

B.—Table of star, steamboat, railroad, mail-messenger, and special office mail service in operation June 30, 1894.

[The entire service on each route is included in the amount opposite the name of the State under which the route is numbered, though the route may extend into other States.]

| States and Territories. | Star service. | | | Steamboat service. | | | Railroad service. | | | | | | |
|-------------------------|---------------|-------------------|-----------------------------|------------------------------|----------|-------------------|-----------------------------|------------------------------|-------------------|--|--|--|------------------------------|
| | Miles. | Length of routes. | Annual rate of expenditure. | Distance traveled per annum. | Miles. | Length of routes. | Annual rate of expenditure. | Distance traveled per annum. | Length of routes. | Annual rate of expenditure for transportation. | Annual rate of expenditure for post-office cars. | Annual rate of expenditure for railroad service. | Distance traveled per annum. |
| Maine..... | 3,946.84 | | 111,586.93 | 2,464,942.20 | 769.51 | | Dollars. | Miles. | | Dollars. | Dollars. | Dollars. | Miles. |
| New Hampshire..... | 1,247.37 | | 33,755.84 | 1,783,004.56 | 55 | | 12,775.47 | 178,038.21 | 1,457.25 | 211,578.47 | 16,332.50 | 227,830.97 | 2,140,391.55 |
| Vermont..... | 1,504.47 | | 43,836.87 | 1,930,840.92 | 55 | | 1,075.83 | 12,046.32 | 894.93 | 111,888.31 | 5,215.00 | 116,094.31 | 1,683,846.75 |
| Massachusetts..... | 1,250.09 | | 97,365.90 | 1,303,047.40 | 92 | | 13,575.00 | 70,370.56 | 2,232.85 | 606,737.20 | 70,734.70 | 653,471.90 | 1,793,364.49 |
| Rhode Island..... | 217.28 | | 138,149.49 | 186,160.44 | 50 | | 11,961.00 | 47,381.36 | 1,258.45 | 382,867.41 | 5,569.90 | 87,967.31 | 1,749,123.41 |
| Connecticut..... | 814.67 | | 32,703.49 | 632,060.24 | | | | | 1,136.20 | 362,062.11 | 43,748.90 | 405,812.01 | 817,601.12 |
| New York..... | 8,376.18 | | 446,729.60 | 6,963,624.53 | 183.10 | | 12,446.36 | 93,552.28 | 7,016.18 | 2,051,378.90 | 253,085.60 | 2,306,464.50 | 3,518,339.18 |
| New Jersey..... | 1,005.28 | | 42,672.42 | 777,880.78 | | | | | 1,789.82 | 431,060.08 | 59,027.50 | 490,087.58 | 20,054,169.30 |
| Pennsylvania..... | 9,822.85 | | 331,712.60 | 6,129,640.56 | | | | | 6,949.75 | 1,394,769.01 | 174,595.50 | 1,569,364.51 | 6,198,747.25 |
| Delaware..... | 322.83 | | 9,091.01 | 203,727.08 | | | | | 313.97 | 37,373.04 | | 37,373.04 | 4,499,000.83 |
| Maryland..... | 2,565.45 | | 106,360.32 | 1,731,619.90 | 1,214.37 | | 16,380.00 | 446,587.96 | 1,608 | 658,687.25 | 77,676.00 | 736,363.28 | 6,815,981.59 |
| Virginia..... | 10,231.75 | | 188,635.46 | 5,494,904.41 | 749.67 | | 40,515.62 | 352,365.48 | 4,243.75 | 738,979.94 | 102,857.45 | 841,237.39 | 6,582,730.83 |
| West Virginia..... | 6,700.56 | | 106,629.78 | 2,682,960.21 | | | | | 1,188.51 | 147,240.31 | 10,830.00 | 157,570.31 | 1,792,890.47 |
| North Carolina..... | 10,069.25 | | 153,713.42 | 4,238,634.92 | 353.75 | | 6,710.50 | 123,396 | 2,850.45 | 278,573.24 | 15,255.00 | 293,828.24 | 2,634,062.94 |
| South Carolina..... | 4,166.08 | | 68,137.35 | 1,592,505.08 | 86 | | 3,672.00 | 46,156 | 2,380.19 | 255,023.18 | 20,860.00 | 275,883.13 | 2,991,317.72 |
| Georgia..... | 7,289.46 | | 114,311.32 | 2,990,437.42 | 12 | | 1,200.00 | 14,976 | 5,609.55 | 700,902.90 | 63,267.80 | 764,170.20 | 7,636,325.75 |
| Florida..... | 3,212.04 | | 66,858.80 | 1,171,110.62 | 753.33 | | 81,738.57 | 275,094.56 | 2,307.61 | 379,974.26 | 3,125.00 | 303,002.49 | 3,973,960.48 |
| Alabama..... | 9,235.45 | | 148,585.06 | 3,646,700.72 | 26 | | 1,249.00 | 18,980 | 3,070.38 | 174,994.26 | 51,534.75 | 426,529.01 | 3,973,964.77 |
| Mississippi..... | 6,829.80 | | 118,669.31 | 2,771,006.52 | 86 | | 2,480.00 | 34,320 | 3,153.46 | 401,464.75 | 33,969.65 | 435,454.40 | 4,490,851.65 |
| Tennessee..... | 9,335.75 | | 152,273.61 | 4,014,446.13 | 22.50 | | 740.00 | 14,040 | 2,026.23 | 228,734.51 | 23,789.00 | 251,439.51 | 2,708,823.20 |
| Kentucky..... | 9,294.09 | | 159,678.39 | 3,896,630.70 | 696.75 | | 26,131.77 | 271,284 | 3,375.72 | 544,513.90 | 73,589.00 | 618,102.90 | 5,637,159.19 |
| Ohio..... | 6,849.27 | | 204,587.20 | 4,044,663.09 | | | | | 11,016.14 | 3,150,902.27 | 595,510.05 | 3,746,312.32 | 2,362,830.53 |
| Indiana..... | 4,852.15 | | 108,980.38 | 2,546,944.24 | | | | | 5,183.31 | 1,022,429.45 | 157,118.10 | 1,179,547.55 | 9,826,714.72 |
| Illinois..... | 4,339.56 | | 125,965.88 | 2,511,343.70 | | | | | 9,952.97 | 1,650,814.76 | 274,243.75 | 1,925,061.51 | 17,661,112.36 |
| Michigan..... | 5,006.32 | | 95,067.00 | 2,020,116.47 | 297 | | 5,242.82 | 64,116 | 6,529.68 | 906,419.53 | 42,265.50 | 948,673.03 | 11,132,746.30 |
| Wisconsin..... | 5,596.26 | | 125,618.83 | 2,480,016.47 | 136.25 | | 1,416.00 | 37,410 | 5,684 | 765,238.17 | 88,594.00 | 853,832.17 | 9,072,151.34 |
| Minnesota..... | 5,192.80 | | 99,893.34 | 1,812,856.42 | 88 | | 1,040.00 | 8,384 | 7,891.43 | 1,030,314.03 | 88,349.30 | 1,118,533.33 | 9,773,183.10 |
| Iowa..... | 4,617.67 | | 96,521.54 | 2,103,521.65 | | | | | 8,446.10 | 1,199,277.20 | 120,749.50 | 1,320,026.70 | 10,642,663.10 |
| Missouri..... | 11,186.78 | | 229,270.84 | 5,269,327.11 | 208.85 | | 2,207.40 | 23,145 | 7,464.16 | 1,389,693.63 | 207,431.75 | 1,597,025.38 | 11,875,020.40 |
| Arkansas..... | 8,477.30 | | 140,791.76 | 3,254,653.86 | 692.25 | | 32,875.00 | 190,738 | 1,571.85 | 117,395.47 | | 117,395.47 | 1,459,061.18 |
| Louisiana..... | 4,811.94 | | 81,509.63 | 1,510,759.06 | 619.70 | | 32,158.00 | 191,908 | 1,690.14 | 155,408.26 | 10,741.00 | 166,149.26 | 1,496,258.91 |
| Texas..... | 16,062.96 | | 315,108.28 | 6,758,418.32 | 27 | | 692.31 | 8,424 | 9,235.51 | 922,653.21 | 19,990.50 | 942,643.81 | 9,224,690.26 |
| Indian territory..... | | | | | | | | | 798.76 | 56,080.47 | | 56,080.47 | 694,189.54 |
| Oklahoma..... | | | | | | | | | 31 | 890.00 | | 930.00 | 19,344 |

| | | | | | | | | | | |
|-------------------|------------|--------------|----------------|-----------|------------|--------------|--------------|--------------|---------------|----------------|
| Kansas..... | 6,192.07 | 96,565.61 | 2,401,427.54 | ..... | ..... | 9,200.07 | 1,047,009.37 | 87,752.10 | 1,135,961.47 | 10,303,324.06 |
| Nebraska..... | 5,210.28 | 87,120.14 | 1,908,069.41 | ..... | ..... | 6,750.79 | 1,322,206.58 | 108,652.50 | 1,590,640.08 | 8,205,600.98 |
| South Dakota..... | 4,329.17 | 75,839.94 | 1,430,608.16 | ..... | ..... | 1,619.04 | 126,143.43 | ..... | 1,129,143.43 | 1,211,415.85 |
| North Dakota..... | 2,033.33 | 54,031.84 | 897,912 | ..... | ..... | 2,154.35 | 188,128.57 | ..... | 188,128.57 | 1,426,618.97 |
| Montana..... | 3,921.40 | 100,947.24 | 1,306,402.12 | ..... | ..... | 1,400.69 | 68,504.06 | ..... | 69,504.06 | 906,325.00 |
| Wyoming..... | 3,118.97 | 97,902.02 | 1,076,236.98 | ..... | ..... | 935.63 | 180,906.90 | 27,065.00 | 207,971.90 | 641,226.82 |
| Colorado..... | 3,770.11 | 119,747.62 | 1,455,134 | ..... | ..... | 3,569.60 | 435,002.19 | 13,900.00 | 448,902.19 | 3,880,282.02 |
| New Mexico..... | 3,035.72 | 69,821.21 | 1,052,430.16 | ..... | ..... | 1,233.68 | 184,433.89 | ..... | 186,433.89 | 1,384,209.20 |
| Arizona..... | 3,138.22 | 89,840.26 | 1,024,298.96 | ..... | ..... | 694.02 | 77,869.09 | ..... | 77,869.09 | 1,497,871.96 |
| Utah..... | 2,030.20 | 56,518.64 | 838,229.66 | ..... | ..... | 1,359.18 | 138,068.36 | ..... | 135,068.36 | 1,411,741.24 |
| Idaho..... | 3,461.25 | 116,740.14 | 1,315,211.28 | ..... | ..... | 236.84 | 16,952.55 | ..... | 16,952.55 | 163,772.14 |
| Washington..... | 2,681.83 | 83,771.17 | 936,746.08 | ..... | ..... | 2,729.89 | 245,060.17 | ..... | 245,480.17 | 2,409,500.77 |
| Oregon..... | 6,154.35 | 185,841.23 | 2,315,987.56 | ..... | ..... | 1,866.40 | 202,193.72 | 28,751.75 | 230,915.47 | 1,852,370.41 |
| Nevada..... | 3,379.14 | 81,660.55 | 891,196.80 | ..... | ..... | 612.06 | 40,766.82 | ..... | 40,766.82 | 312,411.56 |
| California..... | 9,170.26 | 278,243.90 | 3,964,119.85 | ..... | ..... | 4,844.60 | 819,945.57 | 119,545.55 | 939,491.12 | 6,764,672.42 |
| Alaska..... | 206 | 765.78 | 5,044 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 251,587.55 | 5,893,390.07 | 113,570,888.48 | 11,054.86 | 423,219.26 | 3,376,867.09 | 166,768.81 | 3,205,098.85 | 30,868,190.01 | 364,717,585.28 |

REPORT OF THE POSTMASTER-GENERAL.

| States and Territories. | Mail-messenger service. | | | Special office service. | | | Total service. | | |
|-------------------------------------|-------------------------|-----------------------------|------------------------------|-------------------------|------------------------------|-------------------------|-----------------------------------|------------------------------------|--|
| | Length of routes. | Annual rate of expenditure. | Distance traveled per annum. | Length of routes. | Distance traveled per annum. | Total length of routes. | Total annual rate of expenditure. | Total distance traveled per annum. | |
| | <i>Miles.</i> | <i>Dollars.</i> | <i>Miles.</i> | <i>Miles.</i> | <i>Miles.</i> | | <i>Dollars.</i> | <i>Miles.</i> | |
| Maine | 120.83 | 18,251.24 | 194,966.16 | 73.58 | 22,956.96 | 6,368.01 | 370,544.61 | 5,001,535.08 | |
| New Hampshire | 96.54 | 16,307.38 | 203,252.42 | 28.26 | 8,163.12 | 2,308.57 | 160,743.16 | 2,700,248.17 | |
| Vermont | 59.17 | 10,015.97 | 96,549.10 | 9.05 | 2,823.00 | 2,507.54 | 208,188.69 | 2,048,578.11 | |
| Massachusetts | 169.91 | 47,964.67 | 478,972.94 | 10.50 | 4,368 | 3,903.35 | 942,375.47 | 10,610,888.21 | |
| Rhode Island | 17.98 | 4,877.00 | 38,612.64 | 2 | 416 | 545.69 | 85,044.80 | 1,100,171.96 | |
| Connecticut | 116.02 | 32,253.08 | 399,642.76 | 1.25 | 385 | 2,068.14 | 470,768.58 | 4,570,427.18 | |
| New York | 633.35 | 133,029.93 | 1,610,545.54 | 130.62 | 40,753.24 | 16,939.43 | 2,986,670.39 | 28,492,544.89 | |
| New Jersey | 140.55 | 34,544.91 | 406,133.44 | 35 | 10,920 | 2,964.65 | 567,304.91 | 7,892,181.45 | |
| Pennsylvania | 531.46 | 109,837.68 | 1,090,296.99 | 179 | 55,848 | 17,483.06 | 2,010,914.55 | 23,125,604.57 | |
| Delaware | 24.29 | 4,083.48 | 34,380.02 | 2.25 | 702 | 668.44 | 50,547.53 | 737,419.53 | |
| Maryland | 81.39 | 13,006.37 | 128,318.48 | 101 | 31,512 | 6,570.21 | 871,109.97 | 9,154,049.93 | |
| Virginia | 205.03 | 25,883.69 | 432,303.70 | 391 | 121,992 | 15,821.20 | 1,096,372.16 | 12,984,290.42 | |
| West Virginia | 59.85 | 11,359.35 | 105,308.96 | 192.25 | 59,962 | 8,141.17 | 274,559.44 | 4,640,841.64 | |
| North Carolina | 117.82 | 12,956.44 | 137,951.48 | 590 | 184,080 | 14,581.27 | 467,206.00 | 7,318,125.34 | |
| South Carolina | 56.88 | 8,233.86 | 71,181.88 | 308 | 96,096 | 6,996.15 | 350,926.36 | 4,787,260.68 | |
| Georgia | 94.51 | 11,996.72 | 117,659.23 | 740.79 | 231,126.48 | 13,746.31 | 891,668.24 | 10,690,524.97 | |
| Florida | 76.93 | 14,024.54 | 88,804.22 | 470.20 | 97,801.60 | 6,820.31 | 364,625.40 | 4,210,771.48 | |
| Alabama | 79.34 | 11,795.94 | 111,213.68 | 451.35 | 93,880.80 | 12,892.52 | 588,159.01 | 7,844,789.97 | |
| Mississippi | 57.06 | 11,339.77 | 80,296.56 | 441.33 | 91,796.64 | 10,567.47 | 567,943.48 | 7,467,771.57 | |
| Tennessee | 79.90 | 11,726.32 | 109,231.87 | 423.53 | 132,141.36 | 11,897.90 | 416,168.44 | 6,978,692.46 | |
| Kentucky | 116.03 | 20,395.39 | 175,608.64 | 468.13 | 152,296.56 | 13,870.72 | 824,308.45 | 10,122,985.09 | |
| Ohio | 469.15 | 85,732.03 | 872,922.64 | 111 | 34,632 | 18,445.56 | 4,036,631.61 | 27,315,048.46 | |
| Indiana | 215.08 | 44,718.73 | 427,097.24 | 104.50 | 21,736 | 10,355.07 | 1,333,246.66 | 12,822,492.20 | |
| Illinois | 228.48 | 60,011.72 | 535,865.28 | 260.84 | 54,254.72 | 14,891.85 | 2,141,639.11 | 20,875,275.94 | |
| Michigan | 248.04 | 48,483.46 | 617,293.80 | 181 | 56,473 | 12,232.04 | 1,029,366.40 | 14,312,871.80 | |
| Wisconsin | 161.66 | 36,137.70 | 313,296.12 | 241.25 | 75,270 | 11,819.42 | 1,017,004.70 | 11,992,173.93 | |
| Minnesota | 112.24 | 25,172.20 | 166,873.52 | 279.50 | 87,204 | 13,624.08 | 1,244,716.87 | 11,867,501.04 | |
| Iowa | 183.41 | 46,180.90 | 417,401.48 | 214.50 | 41,616 | 13,328.68 | 1,372,729.14 | 13,208,221.13 | |
| Missouri | 140.01 | 30,339.91 | 297,010.22 | 560.92 | 104,191.36 | 19,620.72 | 1,958,843.58 | 17,074,604.09 | |
| Arkansas | 55.56 | 10,698.02 | 74,051.49 | 498.50 | 155,532 | 11,295.46 | 301,659.25 | 5,134,066.53 | |
| Louisiana | 97.20 | 17,378.81 | 133,429.50 | 319.50 | 99,684 | 7,145.48 | 297,140.20 | 3,422,037.49 | |
| Texas | 127.65 | 26,166.95 | 173,861.72 | 1,150.50 | 230,304 | 26,694.61 | 1,284,611.86 | 16,041,698.40 | |
| Indian Territory and Oklahoma | 15.30 | 4,028.00 | 24,290.66 | 1,690.50 | 524,116 | 6,846.66 | 1,134,070.69 | 2,912,891.78 | |
| Kansas | 214.36 | 51,298.13 | 422,568.42 | 62.50 | 13,000 | 15,015 | 1,296,225.21 | 13,100,840.92 | |
| Nebraska | 64.13 | 19,710.71 | 137,360.90 | 38 | 7,904 | 12,072.20 | 1,027,779.09 | 10,260,964.64 | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.

[NOTE.—All compensation for the transportation of mails on railroad routes is based on a service of not less than six round trips per week. Statement as to aided and non-aided lines based on information furnished by the Auditor of the Treasury for the Post-Office Department.]

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized mile- age, way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|-------------------------------------|------------------------|--|---|---|--|---|---|---|----------|
| | | | | | | | | | | | |
| | | | <i>Miles.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | <i>Miles.</i> | <i>Dolla.</i> | <i>Dollars.</i> | | |
| MAINE. | | | | | | | | | | | |
| 101001 | Boundary Line (n. o.) and Presque Isle | Canadian Pacific Rwy. Co. | 30.68 | 88.40 | 2,088.51 | 12 | | | | | |
| 101002 | Newport and Forcroft | Maine Central R. R. Co. | 29.92 | 89.78 | 2,688.21 | 12 | | | | | |
| 101003 | Farmington and Brunswick | do | 67.72 | 129.11 | 8,748.22 | 14.63 | | | | | |
| 101004 | Belfast and Burnham | do | 23.53 | 119.70 | 4,013.94 | 18 | | | | | |
| 101005 | Portland and Skowhegan | do | 102.06 | 132.19 | 15,552.51 | 19.97 | | | | | |
| 101006 | Portland and Bangor | do | 137.15 | 458.14 | 62,971.05 | 23.85 | 135.00 | 100.00 | 13,500.00 | 2 lines 00 eet. | |
| 101007 | Portland, Me., and Norton Mills, Vt. | Atlantic and St. Lawrence Rwy. Co. | 166.04 | 156.89 | 26,546.13 | 13.57 | | | | | |
| 101008 | Portland, Me., and Rochester, N. H. | Portland and Rochester R. R. Co. | 54.47 | 153.05 | 8,336.03 | 14.73 | | | | | |
| 101009 | Milo Junction and Katahdin Iron Works. | Bangor and Arrostook R. R. Co. | 18.98 | 42.75 | 811.39 | 6.50 | | | | | |
| 101010 | Portland, Me., and Fabyan House, N. H. | Maine Central R. R. Co. | 89.52 | 132.53 | 11,864.08 | 7.20 | | | | | |
| 101011 | Brunswick and Bath | do | 9.09 | 171.00 | 1,554.39 | 34 | | | | | |
| 101012 | Bangor and Vanceboro | do | 114.86 | 222.30 | 25,533.37 | 17.38 | | | | | |
| 101013 | Bangor and Bucksport | do | 20.54 | 87.21 | 1,791.29 | 12 | 114.10 | 25.00 | 2,852.50 | 1 line 40 feet | |
| 101014 | Old Town and Greenville Junction. | Bangor and Arrostook R. R. Co. | 76.66 | 94.05 | 7,209.87 | 6 | | | | | |
| 101015 | Bath and Rockland | Maine Central R. R. Co. | 48.20 | 141.93 | 6,841.02 | 19 | | | | | |
| 101016 | Houlton and New Brunswick Line (n. o.). | Canadian Pacific Rwy. Co. | 4.00 | 66.69 | 266.76 | 18 | | | | | |
| 101017 | Caldis and Princeton | St. Croix and Penobscot R. R. Co. | 21.28 | 42.75 | 909.72 | 6 | | | | | |
| 101018 | Oakland and Bingham | Somerset Rwy. Co. | 41.72 | 76.95 | 3,210.35 | 15.60 | | | | | |
| 101019 | Mechanic Falls and Rumford Falls. | Portland and Rumford Falls Rwy. Co. | 41.86 | 87.21 | 3,650.81 | 12 | | | | | |
| 101020 | Farmington and Phillips | Sandy River R. R. Co. | 18.26 | 57.20 | 1,052.98 | 15 | | | | | |
| 101021 | Lewiston and Lewiston Junction. | Lewiston and Auburn Rwy. Co. | 5.50 | 50.45 | 277.47 | 15 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. <i>Miles.</i> | Pay per mile for trans- porta- tion. <i>Dollars.</i> | Annual rate of pay for trans- portation. <i>Dollars.</i> | Aver- age num- ber of trips per week. | Auth- orized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. <i>Dolla.</i> | Annual rate of pay for rail- way post- office cars. <i>Dollars.</i> | Lines of railway post-office cars authorized. | Remarks. |
|------------------------------|--|---|---|---|--|--|---|--|--|---|--|
| NEW HAMPSHIRE—cont'd. | | | | | | | | | | | |
| 102014 | Conway Junction (n.o.), Me. and North Conway, N.H. | Boston and Maine P. R. | 71.80 | 132.53 | 9,515.65 | 14.53 | | | | | |
| 102015 | Wolfboro Junction and Wolboro. | do | 12.09 | 49.59 | 599.54 | 12 | | | | | |
| 102016 | Portsmouth and Dover. | do | 11.83 | 46.17 | 546.19 | 18 | | | | | |
| 102017 | Fabyan House, N. H., and South Lunenburg, Vt. | Maine Central R. R. Co. | 20.62 | 88.07 | 1,816.00 | 6 | | | | | |
| 102018 | Whitefield Junction (n.o.) and Jefferson. | Concord and Montreal R. R. | 12.39 | 42.75 | 529.67 | 12 | | | | | |
| 102019 | Belmont and Tilton. | do | 6.84 | 42.75 | 292.41 | 18 | | | | | |
| 102020 | Franklin and Bristol. | Boston and Maine R. R. | 13.42 | 55.58 | 745.88 | 12 | | | | | |
| 102021 | Hallingsford (n.o.) and Somersworth. | do | 2.67 | 54.72 | 146.10 | 30 | | | | | |
| 102022 | Plymouth and Lincoln. | Concord and Montreal R. R. | 21.70 | 48.74 | 1,057.65 | 15 | | | | | |
| 102023 | Meadows and Berlin. | do | 21.51 | 42.75 | 919.55 | 6 | | | | | |
| 102024 | Atton Bay and Lakeport. | do | 17.53 | 42.75 | 749.40 | 6 | | | | | |
| 102025 | Quebec Junction (n.o.) and North Stratford Station (n.o.). | Maine Central R. R. Co. | 32.40 | 42.75 | 1,385.10 | 9 | | | | | |
| 102026 | Franklin Junction (n.o.) and Tilton. | Franklin and Tilton R. R. | 5.30 | 42.75 | 226.57 | 13.13 | | | | | |
| 102027 | New Boston and Parkers Station (n.o.). | Concord and Montreal R. R. | 5.46 | 42.75 | 233.41 | 12 | | | | | |
| 102028 | North Weare and Henniker. | do | 7.50 | 53.87 | 404.02 | 12 | | | | | |
| | | | 921.63 | | 111,386.31 | | | | 5,215.00 | | |
| VERMONT. | | | | | | | | | | | |
| 103001 | Wilmington, Vt., and Hoosac Tunnel Station (n.o.), Mass. | Hoosac Tunnel and Wil- mington R. R. Co. | 24.21 | 42.75 | 1,034.97 | 6 | | | | | |
| 103002 | Windsor, Vt., and Rouses Point, N. Y. | Central Vermont R. R. Co. | 158.73 | 223.16 | 35,422.18 | 28.76 | 14.00 | 25.00 | 6,375.00 | 1 line 40 feet 2 lines 40 feet | Windsor to White River Junction. White River Junec- tion to St. Albans. |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|---------------------------------|--|---|------------------------|--|---|--|--|---|---|--|---|
| MASSACHUSETTS—continued. | | | | | | | | | | | |
| 104012 | Boston and Medford | Boston and Maine R. R. | 5.31 | 59.85 | 317.80 | 33 | | | | | |
| 104013 | Georgetown and Haverhill | do | 7.31 | 44.43 | 325.00 | 28.35 | | | | | |
| 104014 | Wakefield Junction (n. o.) and Newburyport | do | 30.80 | 122.27 | 3,765.91 | 19.64 | | | | | |
| 104015 | Newton Junction, N. H., and Merrimac, Mass. | do | 4.85 | 46.17 | 223.92 | 21 | | | | | |
| 104016 | Boston, Mass., and Nashua, N. H. | do | 40.62 | 353.12 | 14,343.73 | 98.03 | 39.76 | 50.00 | 1,988.00 | 2 lines 40 feet. | |
| 104017 | Lowell and Lawrence | do | 13.25 | 44.46 | 589.09 | 28.87 | | | | | |
| 104018 | Winchester and Woburn | do | 2.46 | 63.84 | 161.80 | 60 | | | | | |
| 104019 | Somerville Station (n. o.) and North Billerica | do | 19.74 | 53.14 | 1,147.68 | 36.06 | | | | | |
| 104020 | Ayer and Lowell | do | 16.31 | 66.60 | 1,087.71 | 12 | | | | | |
| 104021 | Boston, Mass., and Troy, N. Y. | Fitchburg R. R. Co. | 190.85 | 253.08 | 48,300.31 | 47.63 | 49.60 | 50.00 | 6,011.25 | 12 lines 40 feet. 1 line 40 feet. | Boston to Fitchburg, Fitchburg, Mass., to Troy, N. Y. |
| 104022 | Bellingham, Mass., and Woonsocket, R. I. | New York and New Eng- land R. R. Co. | 7.45 | 95.76 | 713.41 | 12 | | | | | |
| 104023 | South Acton and Marlboro- Ayer, Mass., and Greenville, N. H. | Fitchburg R. R. Co. | 12.69 | 46.17 | 585.89 | 24.57 | | | | | |
| | | do | 23.88 | 82.94 | 1,990.60 | 12 | | | | | |
| 104025 | Boston, Mass., and Albany, N. Y. | Boston and Albany R. R. Co. | 202.10 | 1,267.11 | 258,062.93 | 83.22 | 98.63 | 325.00 | 44,988.50 | 3 lines 80 feet; 3 lines 55 feet; 1 line 40 feet. 1 line 60 feet; 1 line 55 feet; 1 line 40 feet. | Boston to Springfield. Springfield, Mass., to Albany, N. Y. |
| 104026 | Millbury Junction (n. o.) and Millbury | do | 3.25 | 42.75 | 138.83 | 12 | | | | | |
| 104027 | Auburndale Station (n. o.) and Newton Lower Falls, South Framingham and Mil- ford | do | 2.14 | 42.75 | 91.48 | 30 | | | | | |
| 104028 | Pittsfield and North Adams, Palmer and Winchendon | do | 12.48 | 65.84 | 821.68 | 24 | | | | | |
| 104029 | | do | 21.38 | 98.07 | 1,982.92 | 30 | | | | | |
| 104030 | | do | 50.16 | 43.61 | 2,187.47 | 14.89 | | | | | |

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and terminl. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Auth- orized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|---|---|---|---|---|---|
| | MASSACHUSETTS—continued. | | | | | | | | | | |
| 104058 | Winchendon, Mass., and Peterboro, N. H. | Fitchburg R. R. Co. | 16.54 | Dollars. 59.85 | Dollars. 988.91 | 12 | | | | | |
| 104059 | Milford and Bellingham | New York and New Eng- land R. R. Co. | 4.64 | 44.48 | 206.29 | 18 | | | | | |
| 104060 | Milford and Ashland | do. | 12.02 | 42.75 | 513.85 | 9.40 | | | | | |
| 104061 | Vacant. | | | | | | | | | | |
| 104062 | Brattleboro, Vt., and New London, Conn. | Central Vermont R. R. Co. | 121.48 | 147.06 | 17,864.84 | 22.46 | 10.00 | 25.00 | 250.00 | 1 line 40 feet | R. P. O. Brattleboro to South Vernon Junc- tion (n. o.) |
| 104063 | Lawrence, Mass., and Man- chester, N. H. | Boston and Maine R. R. | 27.14 | 111.15 | 3,016.61 | 15.31 | | | | | |
| 104064 | Braintree Junction (n. o.) and Kingston Station (n. o.) | New York, New Haven and Hartford R. R. Co. | 32.18 | 116.28 | 3,741.89 | 26.48 | | | | | |
| 104065 | Atlantic and East Milton | do. | 2.30 | 42.75 | 98.32 | 18 | | | | | |
| 104066 | Spencer and South Spencer (n. o.) | Boston and Albany R. R. Co. | 2.18 | 58.14 | 126.74 | 30 | | | | | |
| 104067 | Springfield and South Ver- non Junction (n. o.) | Boston and Maine R. R. | 49.84 | 312.93 | 15,596.43 | 30.77 | 49.84 | 25.00 | 1,246.00 | 1 line 40 feet | |
| 104068 | Springfield and Athol | Boston and Albany R. R. Co. | 47.93 | 74.39 | 3,565.51 | 12 | | | | | |
| 104069 | Holyoke and Westfield | New York, New Haven and Hartford R. R. Co. | 10.34 | 42.75 | 450.58 | 15 | | | | | |
| 104070 | Ashburnham Junction (n. o.) and Ashburnham. | Fitchburg R. R. Co. | 2.71 | 47.88 | 123.75 | 24 | | | | | |
| 104071 | Van Deusen and State Line | New York, New Haven and Hartford R. R. Co. | 10.56 | 43.61 | 460.52 | 13.47 | | | | | |
| 104072 | Vacant. | | | | | | | | | | |
| 104073 | Readville and Dedham | do. | 2.35 | 45.32 | 106.50 | 36 | | | | | |
| 104074 | Boston and Riverside Junc- tion (n. o.) | Boston and Albany R. R. Co. | 12.19 | 132.53 | 1,615.54 | 56.36 | | | | | |
| 104075 | Bellingham and Franklin | New York and New Eng- land R. R. Co. | 5.84 | 42.75 | 249.66 | 18 | | | | | |
| 104076 | North Abington and Han- over | New York, New Haven and Hartford R. R. Co. | 7.94 | 56.43 | 448.05 | 23.91 | | | | | |
| 104077 | Marst Town and Easthamp- ton Station (n. o.) | Boston and Maine R. R. Co. | 3.25 | 42.75 | 138.93 | 21 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized mil- age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|---|------------------------|--|---|--|---|---|---|---|---|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| CONNECTICUT. | | | | | | | | | | | |
| 108001 | Norwich, Conn., and Wor- rester Station (n. o.), Mass. | New York and New Eng- land R. R. Co. | 59.78 | 129.96 | 7,708.00 | 26.82 | | | | | |
| 108002 | New Britain and Berlin Junction (n. o.) | New York, New Haven and Hartford R. R. Co. | 3.00 | 66.69 | 200.07 | 37 | | | | | |
| 108003 | Middletown and Berlin De- pot (n. o.) | do | 11.26 | 64.98 | 731.67 | 24 | | | | | |
| 108004 | New Haven and New London. | do | 51.17 | 587.72 | 29,050.23 | 51.10 | 50.97 | 90.00 | 4,587.30 | 1 line 55 feet; 1 line 50 feet. | New York, N. Y., to New Haven, Conn. |
| 108005 | New York, N. Y., and Springfield, Mass. | do | 135.72 | 1570.64 | 213,167.26 | 77.85 | 73.22 | 330.00 | 39,162.60 | 2 lines 60 feet; 3 lines 55 feet; | New York, N. Y., to New Haven, Conn., to Springfield, Mass. |
| 108006 | Waterbury and Watertown. | do | 6.42 | 49.59 | 318.36 | 12 | 62.50 | 240.00 | | 2 lines 50 feet; | |
| 108007 | Boston, Mass., and Hope- well Junction, N. Y. | New York and New Eng- land R. R. Co. | 215.20 | 157.32 | 33,855.26 | 21.09 | | | | 2 lines 60 feet; | |
| 108008 | Vernon and Melrose | do | 12.94 | 44.46 | 575.31 | 19.79 | | | | 2 lines 55 feet; | |
| 108009 | New Canaan Station (n. o.) and Stamford Station (n. o.) | New York, New Haven and Hartford R. R. Co. | 7.65 | 53.87 | 412.10 | 24 | | | | 1 line 50 feet; | |
| 108010 | New Haven, Conn., and Wil- lamsburg, Mass. | do | 84.77 | 147.06 | 12,466.27 | 21.19 | | | | | |
| 108011 | Bridgeport and Winsted | do | 62.01 | 144.50 | 8,960.44 | 24.79 | | | | | |
| 108012 | Bridgeport, Conn., and Pittsfield, Mass. | do | 110.89 | 159.03 | 17,634.84 | 25.29 | | | | | |
| 108013 | South Norwalk and Dan- bury. | do | 23.68 | 138.51 | 3,279.91 | 42 | | | | | |
| 108014 | New Haven and Willman- tic. | do | 54.11 | 154.76 | 8,374.06 | 27.22 | | | | | |
| 108015 | Hartford and Saybrook | do | 46.12 | 131.67 | 6,072.62 | 24.59 | | | | | |
| 108016 | Hartford, Conn., and Springfield, Mass. | New York and New Eng- land R. R. Co. | 32.50 | 99.18 | 3,233.35 | 12 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Number of route. | State and terminal. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage, rail-way post-office cars. | Pay per mile for rail-way post-office cars. | Annual rate of pay for rail-way post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|---------------------|--|---|------------------|----------------------------------|--|-----------------------------------|--|---|---|---|-----------|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| NEW YORK—continued. | | | | | | | | | | | |
| 107020 | Albany Junction (n. o.), and Troy. | Delaware and Hudson Canal Co. | 5.86 | 151.34 | 886.85 | 76.50 | | | | | |
| 107021 | Recheater and Charlotte | New York Central and Hudson River R. R. Co. | 9.43 | 42.75 | 403.13 | 12 | | | | | |
| 107022 | New York and Chatham | do | 126.86 | 141.98 | 18,095.23 | 22.29 | | | | | |
| 107023 | Goldenbridge and Mahopac | do | 7.28 | 42.75 | 311.22 | 15 | | | | | |
| 107024 | Eagle Bridge, N. Y., and Rutland, Vt. | Delaware and Hudson Canal Co. | 62.58 | 98.33 | 6,153.49 | 13.65 | | | | | |
| 107025 | Schenectady and Ballston Spa. | do | 15.24 | 48.74 | 742.79 | 21 | | | | | |
| 107026 | Albany, Rouses Point | do | 191.42 | 227.43 | 43,534.65 | 25.65 | | | | | |
| 107027 | Andeskill and Cherry Valley | do | 22.86 | 51.30 | 1,179.71 | 12 | | | | | |
| 107028 | Albany and Binghamton | do | 143.07 | 157.32 | 22,507.77 | 30.71 | | | | | |
| 107029 | Pulacaburg and AUSA UIC | do | 23.31 | 42.75 | 1,005.05 | 6 | | | | | |
| 107030 | Forks | do | | | | | | | | | |
| 107030 | Quaker Street and Schenectady. | do | 15.40 | 42.75 | 658.35 | 12 | | | | | |
| 107031 | Nineveh Junction and Jefferson Junction (n. o.). | do | 22.01 | 65.84 | 1,449.13 | 7.11 | | | | | |
| 107032 | Fort Edward and Lake George | do | 15.05 | 76.10 | 1,145.30 | 26.41 | | | | | |
| 107033 | West Chazy and Moores | do | 10.68 | 42.75 | 456.57 | 6 | | | | | |
| 107034 | Station A, Niagara Falls and Richland. | New York Central and Hudson River R. R. Co. | 180.29 | 124.83 | 22,505.60 | 14.30 | | | | | |
| 107035 | Watertown and Cape Vincent | do | 25.83 | 59.00 | 1,523.97 | 12 | | | | | |
| 107036 | Rome and Ogdensburg | do | 142.62 | 167.58 | 23,796.71 | 10.41 | | | | | |
| 107037 | Syracuse and Pulaski | do | 38.43 | 124.83 | 4,803.45 | 21.15 | | | | | |
| 107038 | Cooperstown Junction (n. o.) and Davenport Center. | do | 8.74 | 42.75 | 373.63 | 12 | | | | | |
| 107039 | Watertown and Sacketts Harbor. | Cooperstown and Charlotte Valley R. R. Co. | 12.58 | 45.32 | 570.12 | 12 | | | | | |
| 107040 | Buffalo and Williamsville. | New York Central and Hudson River R. R. Co. | 0.08 | 42.75 | 413.82 | 6 | | | | | Electric. |
| 107041 | Utica and Chenango Forks | Electric Rwy. Co. | 84.07 | 133.38 | 11,213.25 | 21.54 | | | | | |
| 107042 | Owego and Ithaca | Delaware, Lackawanna and Western R. R. Co. | 35.00 | 105.17 | 3,690.41 | 12.50 | | | | | |

[illegible]

C.—Railway Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|---|------------------------|--|---|--|--|---|---|---|--------------------------|
| | | NEW YORK—continued. | | | | | | | | | |
| 107071 | Syracuse and Earlville..... | New York Central and Hud- son River R. R. Co. | Miles. 44.38 | Dollars. 89.28 | Dollars. 3,073.75 | 18 | Miles. | Dollars. | Dollars. ..... | ..... |  |
| 107072 | Geneva, N. Y. and Sayre, Pa. | Lehigh Valley R. R. Co. | 78.56 | 101.75 | 7,789.97 | 14.80 | ..... | ..... | ..... | ..... |  |
| 107073 | Rondout and Bloomville..... | Ulster and Delaware R. R. Co. | 87.20 | 186.82 | 11,415.35 | 12 | ..... | ..... | ..... | ..... |  |
| 107074 | Vails Gate Junction (n. o.) and Newburg Junction | New York Lake Erie and Western R. R. Co. | 12.64 | 64.13 | 810.60 | 24 | ..... | ..... | ..... | ..... |  |
| 107075 | Canastota and South Bay .. (n. o.) | Elmira, Cortland and North- ern R. R. Co. | 6.06 | 42.75 | 259.06 | 6 | ..... | ..... | ..... | ..... |  |
| 107076 | Brooklyn and Coney Island | Atlantic Avenue R. R. Co. | 10.21 | ..... | ..... | 6 | ..... | ..... | ..... | ..... |  |
| 107077 | Saratoga Springs and Schuyl- ersville. | Fitchburg R. R. Co. | 13.16 | 43.61 | 573.90 | 12 | ..... | ..... | ..... | ..... |  |
| 107078 | Port Jervis and Monticello.. | Port Jervis, Monticello and New York R. R. Co. | 24.63 | 54.72 | 1,347.75 | 12 | ..... | ..... | ..... | ..... |  |
| 107079 | Poughkeepsie and Boston Corner. | Poughkeepsie and Eastern Rwy. Co. | 37.13 | 44.46 | 1,650.79 | 8.86 | ..... | ..... | ..... | ..... | Pay not fixed. Electric. |
| 107080 | Canastota and Elmira..... | Elmira, Cortland and North- ern R. R. Co. | 118.78 | 108.50 | 12,898.32 | 15 | ..... | ..... | ..... | ..... |  |
| 107081 | Fonda and Northville | Fonda, Johnstown and Glensville R. R. Co. | 27.10 | 82.94 | 2,247.67 | 15.65 | ..... | ..... | ..... | ..... |  |
| 107082 | Johnsonville and Greenwich. | Greenwich and Johnson- ville Rwy. Co. | 15.19 | 55.58 | 844.26 | 18 | ..... | ..... | ..... | ..... |  |
| 107083 | Montgomery and Kingston.. | New York Central and Hud- son River R. R. Co. | 33.21 | 79.52 | 2,640.85 | 10.66 | ..... | ..... | ..... | ..... |  |
| 107084 | Sayre, Pa., and North Fair- haven, N. Y. | Lehigh Valley R. R. Co. | 117.36 | 120.56 | 14,148.92 | 14.18 | ..... | ..... | ..... | ..... |  |
| 107085 | Dutchess Junction and Mil- lerton. | Newburg, Dutchess and Connecticut R. R. Co. | 57.97 | 78.66 | 4,559.92 | 13.87 | ..... | ..... | ..... | ..... |  |
| 107086 | Coopers-town and Coopers- town Junction. | Coopers-town and Charlotte Valley R. R. Co. | 16.53 | 70.97 | 1,173.13 | 15 | ..... | ..... | ..... | ..... |  |
| 107087 | Utica and Watertown..... | New York Central and Hud- son River R. R. Co. | 91.90 | 163.31 | 15,068.18 | 17.05 | ..... | ..... | ..... | ..... |  |
| 107088 | Carthage and Ogdensburg | do | 60.89 | 142.79 | 8,694.48 | 13 | ..... | ..... | ..... | ..... |  |
| 107089 | Auburn and Ithaca..... | Lehigh Valley R. R. Co. | 43.44 | 80.37 | 3,491.27 | 12.01 | ..... | ..... | ..... | ..... |  |
| 107090 | Sodus Point and Stanley.... | Northern Central Rwy. Co. | 33.73 | 42.75 | 1,441.95 | 8.94 | ..... | ..... | ..... | ..... |  |

| | | | | | | | |
|---------|---|---|--------|--------|-----------|-------|--|
| 107001 | Buffalo and Jamestown | New York, Lake Erie and Western R. Co. | 69.08 | 102.60 | 7,087.60 | 21.12 | |
| 107002 | Middletown and Pine Bush | do | 13.73 | 43.61 | 508.76 | 12 | |
| 107003 | Long Island City and Sag Harbor. | Long Island R. R. Co. | 99.42 | 149.63 | 14,876.21 | 27.21 | |
| 107004 | Winfield Junction and Thomaston. | do | 0.99 | 125.69 | 1,235.64 | 30.43 | |
| 107005 | Saratoga Springs and North Creek. | Adirondack Rwy. Co. | 57.74 | 95.76 | 5,529.18 | 12 | |
| 107006 | Bath and Hammondsport | Bath and Hammondsport R. R. Co. | 0.77 | 51.30 | 501.20 | 18 | |
| 107007 | Silver Lake Junction (n. o.) and Silver Springs. | Buffalo, Rochester and Pittsburg Rwy. Co. | 1.13 | 42.75 | 48.30 | 12 | |
| 107008 | Whitehall and Castleton | Delaware and Hudson Canal Co. | 13.38 | 134.24 | 1,766.13 | 21 | |
| 107009 | Vacant. | Long Island R. R. Co. | 5.89 | 53.01 | 312.22 | 21 | |
| 107010 | Valley Stream and Far Rockaway. | do | | | | | |
| 107011 | Sidney and Edmeston | New York, Ontario and Western Rwy. Co. | 32.22 | 65.84 | 2,121.36 | 18 | |
| 107012 | Rochester, N. Y. and Walston, Pa. | Buffalo, Rochester and Pittsburg Rwy. Co. | 236.76 | 91.49 | 21,661.17 | 13.86 | |
| 107013 | Lyons, N. Y., and Williams. | Fall Brook Rwy. Co. | 186.92 | 95.76 | 17,899.45 | 12.03 | |
| 107014 | Port Pa. and New City | New Jersey and New York R. R. Co. | 4.33 | 42.75 | 185.10 | 15 | |
| 107015 | New City and Saranac Lake. | Chateaugay R. R. Co. | 73.60 | 77.81 | 5,728.81 | 12 | |
| 107016 | Plattsburg and Albany and Troy | New York Central and Hudson River R. Co. | 7.53 | 249.66 | 1,879.93 | 90.86 | |
| 107017 | Mechanicsville and Reynolds. | Fitchburg R. R. Co. | 4.02 | 42.75 | 197.50 | 6 | |
| 107018 | Hoboken, N. J., and Buffalo, N. Y. | Delaware, Lackawanna and Western R. Co. | 411.46 | 182.12 | 74,935.00 | 35.99 | |
| 107019 | New Rochelle and Jersey City, (Penn. R. R. Sta.) | New York, New Haven and Hartford R. R. Co. | 24.18 | 178.36 | 4,796.34 | 17.10 | |
| 1070110 | De Kalb Junction and Norwood. | New York Central and Hudson River R. R. Co. | 25.17 | 124.83 | 3,141.97 | 18 | |
| 1070111 | Mincola and Hempstead | Long Island R. R. Co. | 3.53 | 43.61 | 153.94 | 16.39 | |
| 1070112 | Stewart Junction (n. o.) and Babylon. | do | 20.62 | 91.49 | 1,896.52 | 9.94 | |
| 1070113 | Summitville and Ellenville | New York, Ontario and Western Rwy. Co. | 8.88 | 59.00 | 494.42 | 21 | |
| 1070114 | West Troy Junction (n. o.) and Green Island Depot (n. o.) | Delaware and Hudson Canal Co. | 0.78 | | | 6 | |
| 1070115 | Theresa Junction (n. o.) and Clayton. | New York Central and Hudson River R. Co. | 15.97 | 58.14 | 928.49 | 12 | |
| 1070116 | Hoosac Junction (n. o.) and Stato Line (n. o.) | Fitchburg R. R. Co. | 5.04 | 235.13 | 1,185.05 | 31 | |
| 1070117 | Manor Junction (n. o.) and Eastport Junction (n. o.) | Long Island R. R. Co. | 5.02 | 42.75 | 253.08 | 6 | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Auth- orized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|----------------------------|---|--|------------------------|--|---|---|---|---|---|---|--------------|
| NEW YORK—continued. | | | | | | | | | | | |
| 107118 | Phenicia and Hunter | Stony Clove and Catskill Mountain R. Co. | Miles. 14.79 | Dollars. 50.45 | Dollars. 746.15 | 12 | | | | | |
| 107119 | Herkimer and Poland | New York Central and Hud- son River R. Co. | 16.83 | 55.58 | 935.41 | 18 | | | | | |
| 107120 | Whitestone Junction (n. o.) and Whitestone | Long Island R. R. Co. | 4.74 | 60.71 | 237.76 | 28.93 | | | | | |
| 107121 | Mechanicsville and Schuy- lersville Junction (n. o.) | Fitchburg R. R. Co. | 14.74 | 45.32 | 668.01 | 12 | | | | | |
| 107122 | Addison, N. Y., and Galeton, Pa. | Addison and Pennsylvania Rwy. Co. | 46.34 | 70.11 | 3,248.80 | 7.68 | | | | | |
| 107123 | Rochester and Hinsdale | Western New York, and Pennsylvania R. R. Co. | 98.70 | 82.08 | 8,101.29 | 12 | | | | | |
| 107124 | Brooklyn and Jamaica | Long Island R. R. Co. | 9.58 | 72.68 | 696.27 | 18.50 | | | | | |
| 107125 | Hopewell Junction and Fishkill on the Hudson | New York and New Eng- land R. R. Co. | 13.62 | 49.59 | 675.41 | 6 | | | | | |
| 107126 | Buffalo and Black Rock (n. o.) (N. Y. C. & H. R. R. Co. Sta.) | Grand Trunk Rwy. Co. of Canada. | 4.59 | 49.59 | 227.61 | 9 | | | | | Lap service. |
| 107127 | Vacant. | | | | | | | | | | |
| 107128 | Hart Corners and Willard | Lehigh Valley R. R. Co. | 5.42 | 45.32 | 245.63 | 15 | | | | | |
| 107129 | New York (foot Forty-second street) and Albany | New York Central and Hud- son River R. R. Co. | 142.65 | 141.93 | 20,346.31 | 29.46 | | | | | |
| 107130 | Buffalo (Exchange Street Sta.) and West | Buffalo, Rochester and Pittsburg Rwy. Co. | 49.19 | 80.37 | 3,965.40 | 16.76 | | | | | |
| 107131 | Kataraikill Junction (n. o.) and Kataraikill | Kataraikill R. R. Co. | 8.50 | 43.61 | 370.68 | 16 | | | | | |
| 107132 | Bundary (n. o.) and Massena Springs | United States and Canada R. R. Co. | 22.36 | 42.75 | 955.80 | 6 | | | | | |
| 107133 | Massena Springs and Nor- wood | New York Central and Hud- son River R. R. Co. | 13.57 | 42.75 | 580.11 | 12 | | | | | |
| 107134 | Harrisville and Carthage | do. | 21.32 | 46.17 | 984.34 | 12 | | | | | |
| 107135 | Hametown and Chautauqua | Chautauqua Lake Rwy. Co. | 20.74 | 47.88 | 1,280.31 | 12 | | | | | |
| 107136 | Windor Beach (n. o.) and Rochester | New York Central and Hud- son River R. R. Co. | 7.63 | 75.24 | 574.08 | 12.50 | | | | | |

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|----------------------------|--|---|------------------------|--|---|---|--|---|---|---|--|
| NEW YORK—continued. | | | | | | | | | | | |
| 107167 | Malone and Poland | New York Central and Hud- son River R. Co. | Miles. 158.10 | Dollars 74.39 | Dollars 11,761.05 | 12 | | Dolla. | Dollars. | | |
| 107168 | Lake Clear Junction (n. o.) and Saranac Lake. |do | 0.65 | 42.75 | 284.28 | 12 | | | | | |
| 107169 | Vacant. | | | | | | | | | | |
| 107170 | Honeoye Falls and Lima.... | Lima and Honeoye Falls Rwy. Co. | 4.46 | 42.75 | 190.66 | 0 | | | | | Electric. |
| | | | 7,616.18 | | 2,051,378.90 | | | | 255,085.60 | | |
| NEW JERSEY. | | | | | | | | | | | |
| 109001 | New York, N. Y., and Easton, Pa. | Central R. R. Co. of New Jersey. | 74.20 | 226.58 | 16,812.23 | 54.62 | 30.20 | 25.00 | 755.00 | 1 line 40 feet..... | R. P. O. Jersey City to Bound Brook, N.J. |
| 109002 | Somerville and Flemington. |do | 15.75 | 55.58 | 875.38 | 24 | | | | | |
| 109003 | Elizabethport (n. o.) and Bayhead Junction (n. o.). |do | 50.21 | 183.83 | 9,230.10 | 29.90 | | | | | |
| 109004 | New York, N. Y., and Phil- adelphia, Pa. | Pennsylvania R. R. Co. | 90.05 | 3,151.53 | 285,086.19 | 252.13 | 89.05 | 650.00 | 58,272.50 | 12.1.60 ft., 21.40 feet. | |
| 109005 | Camden and South Amboy |do | 61.47 | 127.40 | 7,831.27 | 35.98 | | | | | |
| 109006 | Camden and Pemberton.... |do | 25.63 | 111.15 | 2,848.77 | 39.61 | | | | | |
| 109007 | Burlington and Lumberton. |do | 10.34 | 42.75 | 442.03 | 27 | | | | | |
| 109008 | Trenton and Manunka Chunk (n. o.). |do | 67.85 | 140.22 | 9,513.92 | 36.95 | | | | | |
| 109009 | Lambertville and Flemington. |do | 12.48 | 47.88 | 597.54 | 18 | | | | | |
| 109010 | East Milstone and New Brunswick. |do | 8.50 | 42.75 | 363.37 | 12 | | | | | |
| 109011 | Rocky Hill and Monmouth Junction. |do | 6.87 | 42.75 | 293.00 | 12 | | | | | |
| 109012 | Kinkora and Julietstown |do | 9.85 | 42.75 | 421.08 | 12 | | | | | |
| 109013 | Hoboken and Deuville | Delaware, Lackawanna and Western R. Co. | 36.69 | 173.57 | 6,368.28 | 52.73 | | | | | |
| 109014 | Dover and Chester |do | 14.05 | 42.75 | 600.63 | 12 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and termin- i. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized miles for rall- way post- office cars. | Pay per mile for rall- way post- office cars. | Annual rate of pay for rall- way post- office cars. | Remarks. |
|--------------------------|---|---|------------------------|--|---|---|--|---|---|----------------|
| PENNSYLVANIA—continued. | | | | | | | | | | |
| 110008 | Chester, Pa., and Port De- posit, Md. | Philadelphia, Wilmington and Baltimore R. R. Co. | Miles. 53.45 | Dollars. 123.98 | Dollars. 7,246.63 | 16.46 | | | | |
| 110009 | Honesdale and Lackawaxen. | New York, Lake Erie and Western R. R. Co. | 24.89 | 74.39 | 1,851.56 | 18 | | | | |
| 110010 | Oak Island Junction (n. o.), N. J., and Waverly, N. Y. | Lehigh Valley R. R. Co. | 265.35 | 189.81 | 50,366.08 | 50.89 | | | | |
| 110011 | Penn Haven Junction (n. o.) and Mount Carmel. | do | 45.93 | 71.82 | 3,298.69 | 29.28 | | | | |
| 110012 | Hazle Creek Junction (n. o.) and Audenried. | do | 8.60 | 42.75 | 367.65 | 14.58 | | | | |
| 110013 | Shamokin and Horaden | Philadelphia and Reading R. R. Co. | 21.24 | 42.75 | 908.01 | 12 | | | | |
| 110014 | Pottsville and Williams- port. | do | 117.95 | 123.12 | 14,522.00 | 27.22 | | | | |
| 110015 | Sunbury and Sugarloaf | Pennsylvania R. R. Co. | 44.79 | 64.98 | 2,910.45 | 14.40 | | | | |
| 110016 | Penn Haven Junction (n. o.) and Sugarloaf. | Lehigh Valley R. R. Co. | 23.58 | 101.75 | 2,399.26 | 14.07 | | | | |
| 110017 | Scranton and Northumber- land. | Delaware, Lackawanna and Western R. R. Co. | 80.70 | 152.19 | 12,281.73 | 24.00 | | | | |
| 110018 | Wilkes Barre and Carbon- dale. | Delaware and Hudson Canal Co. | 35.85 | 105.17 | 3,770.34 | 30.08 | | | | |
| 110019 | Port Clinton and Tamaqua. | Philadelphia and Reading R. R. Co. | 20.62 | 89.74 | 1,851.26 | 18 | | | | |
| 110020 | Elmira, N. Y., and Hoyt- ville, Pa. | New York, Lake Erie and Western R. R. Co. | 64.36 | 82.08 | 5,282.66 | 10.73 | | | | |
| 110021 | Williamsport, Pa., and El- mira, N. Y. | Northern Central Rwy. Co. | 78.47 | 226.58 | 17,779.73 | 29 | 77.70 | 25.00 | 1,942.50 | 1 line 40 feet |
| 110022 | Williamport and Erie. | Pennsylvania R. R. Co. | 247.92 | 153.05 | 37,944.15 | 20.51 | | | | |
| 110023 | Sunbury and Mount Carmel. | Northern Central Rwy. Co. | 27.85 | 70.97 | 1,976.51 | 20.22 | | | | |
| 110024 | Bradford, Pa., and Carroll- ton, N. Y. | New York, Lake Erie and Western R. R. Co. | 11.35 | 95.76 | 1,086.87 | 25 | | | | |
| 110025 | Irvine and Corry | Western, New York and Pennsylvania R. R. Co. | 94.63 | 132.53 | 12,541.31 | 23.71 | | | | |
| 110026 | Strasburg and Leaman Place. | Pennsylvania R. R. | 4.75 | 42.75 | 203.00 | 6 | | | | |

| | | | | | | |
|--------|--|---|--------|--------|-----------|-------|
| 110027 | Lancaster and Middletown. | Pennsylvania R. R. Co. | 32.34 | 116.26 | 3,700.49 | 12.62 |
| 110028 | Harrisburg and Auburn .. | Philadelphia and Reading R. R. Co. | 59.10 | 53.01 | 2,132.89 | 6 |
| 110029 | Stewartstown and New Freedom. | Stewartstown R. R. Co. | 7.50 | 47.03 | 355.54 | 15 |
| 110030 | Harrisburg, Pa., and Winchester, Va. | Cumberland Valley R. R. Co. | 110.05 | 147.92 | 17,254.86 | 26.37 |
| 110031 | Columbia and Sinking Spring. | Reading and Columbia R. Co. | 40.13 | 79.53 | 3,191.13 | 12 |
| 110032 | Columbia, Pa., and Frederick, Md. | Pennsylvania R. R. Co. | 60.30 | 93.20 | 6,458.76 | 19.21 |
| 110033 | Berlin Junction (n. o.) and East Berlin. | Berlin Branch R. R. Co. | 7.01 | 42.75 | 299.07 | 12 |
| 110034 | Huntingdon and Mount Dale Station (n. o.). | Huntingdon and Broad Top Mountain R. R. and Coal Co. | 45.15 | 99.18 | 4,477.97 | 12 |
| 110035 | Tyrone and Granton. | Pennsylvania R. R. Co. | 52.86 | 93.20 | 4,994.55 | 15.37 |
| 110036 | Altoona and Henrietta. | do. | 28.60 | 66.69 | 1,907.33 | 24.18 |
| 110037 | Creson and Ebensburg. | do. | 11.58 | 54.43 | 632.23 | 12 |
| 110038 | Tyrone and Lock Haven. | do. | 55.05 | 82.84 | 4,566.84 | 16.68 |
| 110039 | Blairsville and Allegheny. | do. | 68.84 | 128.25 | 8,841.55 | 32.98 |
| 110040 | Pittsburg, Pa., and Wheeling, W. Va. | Baltimore and Ohio R. R. Co. | 70.56 | 135.61 | 10,978.54 | 31.28 |
| 110041 | Pittsburg and Oil City. | Allegheny Valley Rwy. Co. | 132.61 | 174.42 | 22,129.83 | 27 |
| 110042 | Branch and Indiana. | Pennsylvania R. R. Co. | 19.12 | 112.01 | 2,141.63 | 19.70 |
| 110043 | Meadville and Oil City. | New York, Lake Erie and Western R. R. Co. | 36.53 | 76.95 | 2,810.98 | 18 |
| 110044 | Erie and Kenwood Junction (n. o.). | Pennsylvania Co. | 119.10 | 143.64 | 17,107.52 | 11 |
| 110045 | Oil City, Pa., and Ashtabula, Ohio. | Lake Shore and Michigan Southern Rwy. Co. | 88.46 | 114.57 | 10,134.86 | 17.03 |
| 110046 | Bethlehem and Bangor. | Lehigh and Lackawanna R. Co. | 31.55 | 48.74 | 1,537.74 | 15 |
| 110047 | Downington and Conestoga Junction (n. o.). | Pennsylvania R. R. Co. | 39.04 | 64.13 | 2,503.63 | 13.96 |
| 110048 | West Chester and Phoenixville. | do. | 18.63 | 51.30 | 955.71 | 20.34 |
| 110049 | Lewistown Junction (n. o.) and Milroy. | do. | 12.46 | 47.88 | 596.58 | 15.17 |
| 110050 | Pottsville and Frackville. | Philadelphia and Reading R. R. Co. | 10.96 | 42.75 | 468.54 | 21 |
| 110051 | Milesburg and Bellefonte. | Pennsylvania R. R. Co. | 3.39 | 83.70 | 284.04 | 18 |
| 110052 | Carlisle and Pine Grove Furnace. | Gettysburg and Harrisburg Rwy. Co. | 18.47 | 47.03 | 868.64 | 11.24 |
| 110053 | Freeport and Butler. | Pennsylvania R. R. Co. | 21.09 | 72.68 | 1,532.83 | 18 |
| 110054 | Wilmington, Del., and Reading, Pa. | Wilmington and Northern R. R. Co. | 76.60 | 57.20 | 4,388.41 | 7.40 |
| 110055 | Munfield Station (n. o.) and Washington. | Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co. | 22.80 | 110.30 | 2,514.84 | 21 |
| 110056 | Perkiomen Junction (n. o.) and Emmaus. | Perkiomen R. R. Co. | 37.52 | 65.84 | 2,470.31 | 10.15 |
| 110057 | Pottstown and Harton. | Philadelphia and Reading R. R. Co. | 13.12 | 49.59 | 650.62 | 15 |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued..

| Number of route. | State and termini. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage for railway post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|-------------------------|--|---|------------------|----------------------------------|--|-----------------------------------|--|--|--|---|----------|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dollars. | Dollars. | | |
| PENNSYLVANIA—continued. | | | | | | | | | | | |
| 110058 | Jeddo and Sandy Run Junction (n. o.) | Lehigh Valley R. R. Co. | 5.62 | 51.30 | 286.30 | 21 | | | | | |
| 110059 | Lebanon and Brookside (n. o.) | Philadelphia and Reading R. R. Co. | 43.26 | 61.13 | 2,773.62 | 14.90 | | | | | |
| 110060 | Monroe Station (n. o.) and Ricketts. | Lehigh Valley R. R. Co. | 35.50 | 53.01 | 1,891.85 | 10.73 | | | | | |
| 110061 | Schuylkill Haven and Glen Carbon. | Philadelphia and Reading R. R. Co. | 13.68 | 42.75 | 584.82 | 9.46 | | | | | |
| 110062 | Topton and Kutztown | do | 4.75 | 42.75 | 203.06 | 18 | | | | | |
| 110063 | Pittsburg, Pa., and Cumberland, Md. | Baltimore and Ohio R. R. Co. | 150.70 | 244.53 | 36,850.67 | 25.29 | 150.20 | 50.00 | 7,510.00 | 1 line, 60 feet. | |
| 110064 | Carbondale and Susquehanna | New York, Lake Erie and Western R. R. Co. | 39.82 | 64.13 | 2,553.65 | 12.44 | | | | | |
| 110065 | Stokesdale Junction (n. o.) and Antrim. | Fall Brook Rwy. Co. | 17.00 | 47.88 | 813.96 | 8.11 | | | | | |
| 110066 | Phoenixville and Uwchland. | Philadelphia and Reading R. R. Co. | 11.61 | 43.61 | 506.30 | 12 | | | | | |
| 110067 | Montandon and Bellefonte. | Pennsylvania R. R. Co. | 67.73 | 87.21 | 5,905.85 | 12 | | | | | |
| 110068 | Vacant. | | | | | | | | | | |
| 110069 | Towanda and Foot of Plane. | Barclay R. R. Co. | 15.12 | 42.75 | 644.38 | 8.68 | | | | | |
| 110070 | Rockwood and Johnstown. | Baltimore and Ohio R. R. Co. | 45.44 | 73.53 | 3,341.20 | 13.24 | | | | | |
| 110071 | Marion and Richmond Furnace. | Cumberland Valley R. R. Co. | 20.18 | 79.52 | 1,604.71 | 12 | | | | | |
| 110072 | Mount Dallas Station (n. o.), Pa., and Cumberland, Md. | Pennsylvania R. R. Co. | 45.11 | 73.53 | 3,316.93 | 12.50 | | | | | |
| 110073 | Allentown and Harrisburg. | Philadelphia and Reading R. R. Co. | 90.30 | 170.15 | 15,364.54 | 26 | | | | | |
| 110074 | Conshohocken and Flourtown. | do | 7.02 | 42.75 | 300.10 | 15 | | | | | |
| 110075 | Landsdale and Doylestown. | do | 10.41 | 129.96 | 1,352.88 | 26.24 | | | | | |
| 110076 | Red Bank Furnace and Drifwood. | Allegheny Valley Rwy. Co. | 110.21 | 106.02 | 11,684.46 | 12 | | | | | |
| 110077 | Chambersburg and Waynesboro. | Mont Alto R. R. Co. | 20.61 | 64.13 | 1,321.71 | 13 | | | | | |
| 110078 | Tunkhannock and Montrose. | Montrose Rwy. Co. | 27.32 | 53.87 | 1,471.72 | 12 | | | | | |

By agreement.

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|----------|---|--|--------|--------|-----------|-------|
| 1110079 | Reedsville and Belleville..... | Klabacouquillas Valley R. R. Co. | 9.40 | | 301.85 | 6 |
| 1110080 | Mechanicsburg and Dillaburg..... | Cumberland Valley R. R. Co. | 8.80 | 52.10 | 450.00 | 15 |
| 1110081 | Pittsburg and West Browns ville..... | Pennsylvania R. R. Co. | 53.91 | 119.70 | 0,453.02 | 20.80 |
| 1110082 | Woodville and Hickman..... | Pittsburg, Chartiers and Youghiogheny Rwy. Co. | 3.81 | 42.75 | 162.87 | 6 |
| 1110083 | Snow Shoe and Snow Shoe Intersection (n. o.)..... | Pennsylvania R. R. Co. | 17.22 | 42.75 | 736.15 | 6 |
| 1110084 | Hollidaysburg and Iselt..... | do. | 20.40 | 52.16 | 1,084.05 | 16.47 |
| 1110085 | Mount Union and Robertsdale..... | East Broad Top R. R. and Coal Co. | 30.13 | 45.32 | 1,365.49 | 12 |
| 1110086 | Mount Jewett and Gallery..... | Pittsburg and Western Rwy. Co. | 138.72 | 82.08 | 11,396.13 | 14.48 |
| 1110087 | Bellwood and Horatio..... | Pennsylvania and Northwestern R. R. Co. | 61.07 | 75.24 | 4,504.90 | 11.78 |
| 11110088 | Alaska (n. o.) and Mount Carmel..... | Philadelphia and Reading R. R. Co. | 2.10 | 42.75 | 80.77 | 30 |
| 1110089 | Reading and Slatington..... | do. | 44.08 | 51.30 | 2,261.30 | 6 |
| 1110090 | Berlin and Garrett..... | Baltimore and Ohio R. R. Co. | 8.50 | 42.75 | 363.87 | 12 |
| 11110091 | Larabee and Clermont..... | Western New York and Pennsylvania R. R. Co. | 22.20 | 49.50 | 1,100.80 | 14.42 |
| 11110092 | Delta and Peach Bottom..... | Baltimore Forwarding and R. R. Co. | 5.73 | 42.75 | 244.95 | 6 |
| 1110093 | Vacant..... | Lancaster, Oxford and Southern R. R. Co. | 20.13 | 42.75 | 880.55 | 10 |
| 11110094 | Oxford and Susquehanna (n. o.)..... | Pittsburg and Castle Shannon R. R. Co. | 6.73 | 42.75 | 287.70 | 12 |
| 1110095 | Pittsburg and Castle Shannon..... | Western New York and Pennsylvania R. R. Co. | 35.34 | 66.69 | 2,356.82 | 15.68 |
| 1110096 | Newcastle and Stoneboro..... | Central R. R. Co. of New Jersey. | 0.90 | 42.75 | 418.95 | 18 |
| 1110097 | White Haven and Upper Lehigh..... | Stony Creek R. R. Co. | 10.86 | 42.75 | 464.26 | 12 |
| 1110098 | Norristown and Lansdale..... | Ocoola Mills and Belsena Mills. | 17.38 | 50.45 | 576.82 | 15 |
| 1110099 | Lehigh..... | Central R. R. Co. of New Jersey. | 15.08 | 55.58 | 871.49 | 21 |
| 11110100 | Tamaqua and Mauch Chunk..... | do. | 12.27 | 42.75 | 524.54 | 18 |
| 1110101 | Wilkesbarre and Wanamie..... | Pittsburg, Chartiers and Youghiogheny Rwy. Co. | 3.03 | 42.75 | 129.53 | 6 |
| 11110102 | Woodville and Beading..... | Philadelphia and Reading R. R. Co. | 49.19 | 220.65 | 11,355.51 | 47.11 |
| 1110103 | Jenkintown, Pa., and Bound Brook, N. J..... | Pennsylvania R. R. Co. | 44.62 | 118.85 | 5,303.08 | 23.10 |
| 1110104 | Greensburg and Fairbance..... | Tionesta Valley R. R. Co. | 12.78 | 42.75 | 546.34 | 12 |
| 11110105 | Shedfield and Etulalia..... | Northern Central Rwy. Co. | 15.14 | 01.50 | 932.01 | 18 |
| 1110106 | Millersburg and Lykens..... | Pittsburg, Shenango and Lako Erie R. R. Co. | 21.17 | 71.82 | 1,520.42 | 10.72 |
| 11110107 | Meadville and Linesville..... | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued..

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized miles age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|--|------------------------|--|---|--|---|---|---|---|----------|
| | PENNSYLVANIA—continued. | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| 110038 | Jeddo and Sandy Run Junc- tion (n. o.) | Lehigh Valley R. R. Co. | 5.62 | 51.30 | 288.30 | 21 | | | | | |
| 110039 | Lebanon and Brookside (n. o.) | Philadelphia and Reading R. R. Co. | 43.25 | 61.13 | 2,773.62 | 14.90 | | | | | |
| 110040 | Monroe Station (n. o.) and Ricketts. | Lehigh Valley R. R. Co. | 35.50 | 53.01 | 1,881.85 | 10.73 | | | | | |
| 110041 | Schuylkill Haven and Glen Carbon. | Philadelphia and Reading R. R. Co. | 13.68 | 42.75 | 584.82 | 9.46 | | | | | |
| 110042 | Topton and Kutztown. | do | 4.75 | 42.75 | 203.06 | 18 | | | | | |
| 110043 | Pittsburg, Pa., and Cumber- land, Md. | Baltimore and Ohio R. R. Co. | 150.70 | 244.53 | 36,850.67 | 25.29 | 150.20 | 50.00 | 7,510.00 | 1 line, 60 feet. | |
| 110044 | Cardonald and Susquehanna | New York, Lake Erie and Western R. R. Co. | 39.82 | 64.13 | 2,553.65 | 12.44 | | | | | |
| 110045 | Stokesdale Junction (n. o.) and Antrim. | Fall Brook Rwy. Co. | 17.00 | 47.88 | 813.96 | 8.11 | | | | | |
| 110046 | Phoenixville and Uwchland. | Philadelphia and Reading R. R. Co. | 11.61 | 43.61 | 504.30 | 12 | | | | | |
| 110047 | Montandon and Bellefonte. | Pennsylvania R. R. Co. | 67.72 | 87.31 | 5,905.85 | 12 | | | | | |
| 110048 | Vacant. | do | | | | | | | | | |
| 110049 | Towards and Foot of Plane. | Barclay R. R. Co. | 15.12 | 42.75 | 645.38 | 8.68 | | | | | |
| 110070 | Rockwood and Johnstown. | Baltimore and Ohio R. R. Co. | 45.44 | 73.53 | 3,241.20 | 13.24 | | | | | |
| 110071 | Marion and Richmond Fur- nace. | Cumberland Valley R. R. Co. | 20.18 | 79.52 | 1,604.71 | 12 | | | | | |
| 110072 | Mount Dallas Station (n. o.) Pa. and Cumberland, Md. | Pennsylvania R. R. Co. | 45.11 | 73.53 | 3,316.93 | 12.50 | | | | | |
| 110073 | Allentown and Harrisburg. | Philadelphia and Reading R. R. Co. | 90.30 | 170.15 | 15,864.54 | 26 | | | | | |
| 110074 | Conshohocken and Flour- town. | do | 7.02 | 42.75 | 300.10 | 15 | | | | | |
| 110075 | Lanquidale and Doylestown. | do | 10.41 | 129.96 | 1,352.88 | 26.24 | | | | | |
| 110076 | Red Bank Furnace and Driftwood. | Allegheny Valley Rwy. Co. | 110.21 | 166.02 | 11,684.46 | 12 | | | | | |
| 110077 | Chambersburg and Waynes- boro. | Mont Alto R. R. Co. | 20.61 | 64.13 | 1,321.71 | 12 | | | | | |
| 110078 | Tunkhannock and Montrose. | Montrose Rwy. Co. | 27.32 | 53.87 | 1,471.72 | 12 | | | | | |

By agreement.

| | | | | | | |
|---------|---|--|--------|--------|-----------|-----------------|
| 1110079 | Reedsville and Belleville..... | Kishacoquillas Valley R. R. Co. | 0.40 | ..... | 301.85 | 6 |
| 1110080 | Mechanicsburg and Dillenburg..... | Cumberland Valley R. R. Co. | 8.80 | 52.10 | 450.00 | 15 |
| 1110081 | Pittsburg and West Brownsville..... | Pennsylvania R. R. Co. | 53.91 | 119.70 | 6,453.02 | 20.80 |
| 1110082 | Woodville and Hickman..... | Pittsburg, Chartiers and Youghiogheny Rwy. Co., Pennsylvania R. R. Co. | 3.81 | 42.75 | 102.87 | 6 |
| 1110083 | Snow Shoe and Snow Shoe Intersection (n. o.). | do | 17.22 | 42.75 | 734.15 | 6 |
| 1110084 | Hollidaysburg and Iselt..... | East Broad Top R. R. and Coal Co. | 20.40 | 52.16 | 1,064.05 | 16.47 |
| 1110085 | Mount Union and Robertsdale..... | Pittsburg and Western Rwy. Co. | 30.13 | 45.32 | 1,365.49 | 12 |
| 1110086 | Mount Jewett and Callery..... | Pennsylvania and North-western R. R. Co. | 138.72 | 82.08 | 11,393.13 | 14.48 |
| 1110087 | Bellwood and Horatio..... | Philadelphia and Reading R. R. Co. | 61.07 | 75.24 | 4,504.90 | 11.78 |
| 1110088 | Alaska (n. o.) and Mount Carmel..... | do | 2.10 | 42.75 | 80.77 | 30 |
| 1110089 | Reading and Slatington..... | Baltimore and Ohio R. R. Co. | 44.08 | 51.30 | 2,351.30 | 6 |
| 1110090 | Berlin and Garrett..... | Western New York and Pennsylvania R. R. Co. | 8.50 | 42.75 | 363.37 | 12 |
| 1110091 | Larabee and Clermont..... | Baltimore Forwarding and R. R. Co. | 22.20 | 49.59 | 1,100.80 | 14.42 |
| 1110092 | Delta and Peach Bottom..... | Lancaster, Oxford and Southern R. R. Co. | 5.73 | 42.75 | 244.95 | 6 |
| 1110093 | Vacant..... | Pittsburg and Castle Shannon R. R. Co. | 20.13 | 42.75 | 880.55 | 10 |
| 1110094 | Oxford and Susquehanna (n. o.)..... | Western New York and Pennsylvania R. R. Co. | 6.73 | 42.75 | 287.70 | 12 |
| 1110095 | Pittsburg and Castle Shannon..... | Central R. R. Co. of New Jersey. | 35.34 | 66.00 | 2,356.82 | 15.08 |
| 1110096 | Newcastle and Stoneboro..... | Stony Creek R. R. Co. | 0.90 | 42.75 | 418.95 | 18 |
| 1110097 | White Haven and Upper Lehigh..... | Ocoosa Mills and Belena Mills. | 10.88 | 42.75 | 464.26 | 12 |
| 1110098 | Norristown and Landale..... | Central R. R. Co. of New Jersey. | 17.38 | 50.46 | 570.52 | 15 |
| 1110099 | Ocoosa Mills and Belena Mills..... | do | 15.08 | 55.58 | 871.49 | 21 |
| 1110100 | Tamaqua and Mauch Chunk..... | Pittsburg, Chartiers and Youghiogheny Rwy. Co., R. R. Co. | 12.27 | 42.75 | 524.54 | 18 |
| 1110101 | Wilkesbarre and Wanamie..... | do | 3.03 | 42.75 | 129.53 | 6 |
| 1110102 | Woodville and Beading..... | Pennsylvania R. R. Co. | 49.19 | 230.85 | 11,355.61 | 47.11 |
| 1110103 | Jenkintown, Pa., and Bound Brook, N. J..... | Tionesta Valley R. R. Co. | 44.62 | 118.85 | 5,303.08 | 23.10 |
| 1110104 | Greensburg and Fairchance..... | Northern Central Rwy. Co. | 12.78 | 42.75 | 546.34 | 12 |
| 1110105 | Shelfield and Etulula..... | Pittsburg, Shenango and Lako Erie R. R. Co. | 15.14 | 61.56 | 932.01 | 18 |
| 1110106 | Millersburg and Lykens..... | do | 21.17 | 71.82 | 1,520.42 | 10.72 |
| 1110107 | Meadville and Linesville..... | do | 49.19 | 230.85 | 11,355.61 | 47.11 |
| | | | | 25.00 | 1,228.50 | 1 line 40 feet. |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. <i>Miles.</i> | Pay per mile for trans- porta- tion. <i>Dollars.</i> | Annual rate of pay for trans- portation. <i>Dollars.</i> | Aver- age num- ber of trips per week. | Au- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. <i>Dolla.</i> | Annual rate of pay for rail- way post- office cars. <i>Dollars.</i> | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|--|---|---|--|--|--|--|--|---|--|
| PENNSYLVANIA—continued. | | | | | | | | | | | |
| 110108 | Lewistown Junction (n. o.) and Sellers Grove Junction (n. o.) | Pennsylvania R. R. Co..... | 45.00 | 63.27 | 2,847.15 | 12 | | | | | |
| 110109 | Glenside and New Hope..... | Northeast Pennsylvania R. R. Co. | 25.92 | 67.55 | 1,750.89 | 15.97 | | | | | |
| 110110 | Hartley Hall and Nordmont. | Williamsport and North Branch R. R. Co. | 27.28 | 59.85 | 1,632.70 | 12 | | | | | |
| 110111 | Manor Station and Claridge. | Pennsylvania R. R. Co..... | 3.97 | 42.75 | 169.71 | 12 | | | | | |
| 110112 | Jersey Shore and Gazzam... | New York Central and Hudson River R. Co. | 114.88 | 78.66 | 9,036.46 | 6 | | | | | |
| 110113 | Tyrone and Denore..... | Pennsylvania R. R. Co..... | 25.39 | 42.75 | 1,085.42 | 12 | | | | | |
| 110114 | Washington and Waynes- burg. | Waynesburg and Washing- ton R. R. Co. | 29.31 | 83.79 | 2,455.88 | 12 | | | | | |
| 110115 | Bangor Junction, (n. o.), Pa., and Brainerd, N. J. | Bangor and Portland Rwy. Co. | 4.60 | 55.58 | 255.66 | 21 | | | | | |
| 110116 | Honesdale and Carbondale.. | Delaware and Hudson Ca- nal Co. | 20.15 | 51.30 | 1,033.69 | 18 | | | | | |
| 110117 | Philadelphia (Third and Berks street station) and Newtown. | Philadelphia, Newtown, and New York R. R. Co. | 24.90 | 58.14 | 1,447.68 | 24 | | | | | |
| 110118 | Latrobe and Ligonier..... | Ligonier Valley R. R. Co.... | 10.78 | 47.88 | 510.14 | 12 | | | | | |
| 110119 | Shenandoah and Mahanoy Plane. | Philadelphia and Reading R. R. Co. | 7.15 | 55.58 | 397.39 | 39 | | | | | |
| 110120 | Briarlin and Goes Run Junc- tion (n. o.) | Pennsylvania R. R. Co..... | 1.07 | 42.75 | 45.74 | 12 | | | | | |
| 110121 | Bradford, Pa., and Olean, N. Y. | Western New York and Pennsylvania R. R. Co. | 23.75 | 42.75 | 1,015.31 | 12 | | | | | |
| 110122 | Vacant. | | | | | | | | | | |
| 110123 | Pittsburg, Pa., and Youngs- town, Ohio. | Pittsburg and Lake Erie R. R. Co. | 68.22 | 206.06 | 14,057.41 | 44.13 | | | | | |
| 110124 | Columbia, Pa., and Port De- posit, Md. | Pennsylvania R. R. Co..... | 39.63 | 47.88 | 1,807.48 | 12 | | | | | |
| 110125 | Allegheny and New Castle. | Pittsburg and Western Rwy Co. | 57.64 | 128.25 | 7,392.33 | 18.46 | 52.60 | 50.00 | 2,630.00 | 1 line 60 feet.... | R. P. O. Willow Grove Junction (n. o.) to Newcastle Junction (n. o.). |

| | | | | | | |
|--------|---|---|-------|-------|----------|-------|
| 110126 | D & M Junction (n. o.) and Shippensburg. | Philadelphia and Reading R. R. Co. | 28.71 | 64.13 | 1,841.17 | 14.67 |
| 110127 | Montour Junction (n. o.) and Imperial. | Montour R. R. Co. | 11.00 | 42.75 | 470.25 | 12 |
| 110128 | Portland and Nazareth | Bangor and Portland Rwy. Co. | 26.44 | 67.55 | 1,786.02 | 13.81 |
| 110129 | Irwin and Blackburn | Penn. Gas Coal Co.'s Youghony R. R. | 8.46 | 42.75 | 361.66 | 6 |
| 110130 | Dagneseabonda and Dagus Mines. | Northwestern Mining and Exchange Co. | 6.02 | 42.75 | 257.35 | 12 |
| 110131 | Landenberg and Pomeroy | Pennsylvania R. R. Co. | 18.81 | 42.75 | 804.12 | 6 |
| 110132 | Bradford and Smethport | Bradford, Bordell and Kinross Rwy. Co. | 25.53 | 43.61 | 1,126.44 | 12 |
| 110133 | Mills and Ulysses | Fall Brook Rwy. Co. | 7.49 | 77.81 | 582.79 | 12 |
| 110134 | Lumber Yard (n. o.) and Lattimer Mines. | Lehigh Valley R. R. Co. | 9.26 | 45.32 | 419.66 | 12 |
| 110135 | Dubois Junction (n. o.) and Beech Creek R. R. Depot in Clearfield (n. o.) | Buffalo, Rochester, and Pittsburgh Rwy. Co. | 26.33 | 44.46 | 1,170.63 | 6 |
| 110136 | Bloesburg and Morris Run | New York, Lake Erie and Western R. R. Co. | 3.80 | 42.75 | 162.45 | 6 |
| 110137 | Junction and Quarryville | Reading and Columbia R. R. Co. | 23.47 | 73.53 | 1,725.74 | 16.15 |
| 110138 | Saxton and Dudley | Huntingdon and Broad Top Mountain R. R. Co. | 5.94 | 42.75 | 253.93 | 6 |
| 110139 | Laurencerville and Mills | Fall Brook Rwy. Co. | 34.79 | 88.07 | 3,063.95 | 12 |
| 110140 | Hollidaysburg Junction (n. o.) and Newry. | Pennsylvania R. R. Co. | 3.27 | 42.75 | 136.79 | 12.90 |
| 110141 | Broad Ford and Mount Pleasant. | Baltimore and Ohio R. R. Co. | 10.31 | 42.75 | 440.75 | 6 |
| 110142 | Vacant. | | | | | |
| 110143 | Negley and Verona | Allegheny Valley R. R. Co. | 6.90 | 42.75 | 294.97 | 12 |
| 110144 | Port Allegany and Sweden Valley | Coudersport and Port Allegany R. R. Co. | 24.93 | 51.30 | 1,278.90 | 16.89 |
| 110145 | Mercersburg Junction (n. o.) and Mercersburg. | Cumberland Valley R. R. Co. | 2.62 | 77.81 | 203.86 | 10 |
| 110146 | West Brownsville and Uniontown. | Pennsylvania R. R. Co. | 18.79 | 42.75 | 803.27 | 12 |
| 110147 | Clarion Junction (n. o.) and Clarion. | Pittsburg and Western Rwy. Co. | 6.54 | 54.72 | 357.86 | 18 |
| 110148 | County Home Junction (n. o.) and Darrah. | Pennsylvania R. R. Co. | 8.40 | | | 6 |
| 110149 | Lebanon and Cornwall | Cornwall R. R. Co. | 6.36 | 42.75 | 271.89 | 12 |
| 110150 | Wilmerding and McKeesport. | McKeesport Agency Co. | 6.42 | 75.24 | 483.04 | 6 |
| 110151 | Youngwood Station (n. o.) and Tranger. | Pennsylvania R. R. Co. | 12.53 | 42.75 | 535.65 | 12 |
| 110152 | Branchton and Hilliards | Pittsburg, Shenango and Lake Erie R. R. Co. | 10.63 | 42.75 | 954.43 | 6 |
| 110153 | East Mahanoy Junction (n. o.) and West Milton. | Philadelphia and Reading R. R. Co. | 67.36 | 57.29 | 3,859.05 | 6.90 |

Pay not fixed.

Electric.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized mile age. rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------------|--|--|------------------------|--|---|---|--|---|---|---|----------|
| PENNSYLVANIA—continued. | | | | | | | | | | | |
| 110154 | Cornwall and Conewago ... | Cornwall and Lebanon R. R. Co. | Miles. 16.43 | Dollars. 42.75 | Dollars. 702.38 | 12 | | | | | |
| 110155 | Hunter's Run and Gettys- burg. | Gettysburg and Harrisburg Rwy. Co. | 21.59 | 81.23 | 1,753.75 | 18 | | | | | |
| 110156 | New Castle Junction (n. o.) and New Castle. | Pittsburg and Lake Erie R. R. Co. | 3.01 | 68.40 | 205.88 | 39 | | | | | |
| 110157 | Springfield Junction (n. o.) and Mines. | Pennsylvania R. R. Co. | 8.20 | 42.75 | 350.55 | 12 | | | | | |
| 110158 | Easton and Belfast Station (n. o.). | Bangor and Portland Rwy. Co. | 8.00 | 55.58 | 444.64 | 21 | | | | | |
| 110159 | Pittsburg and Newhaven ... (n. o.). | Pittsburg and Lake Erie R. R. Co. | 59.81 | 65.84 | 3,937.89 | 10.82 | | | | | |
| 110160 | Philadelphia and Chestnut Hill R. R. Station (n. o.). | Pennsylvania R. R. Co. | 11.91 | 96.62 | 1,150.74 | 62 | | | | | |
| 110161 | Holmesburg Junction (n. o.) and Bushleton R. R. Sta- tion (n. o.). | do. | 4.05 | 42.75 | 173.13 | 12 | | | | | |
| 110162 | Springfield Station (n. o.) and St. Peters. | Wilmington and Northern R. R. Co. | 7.00 | 42.75 | 296.25 | 12 | | | | | |
| 110163 | Roaring Spring and One Hill. | Pennsylvania R. R. Co. | 3.25 | 42.75 | 138.93 | 6 | | | | | |
| 110164 | Warren, Pa., and Salamanca, N. Y. | Western New York and Pennsylvania R. R. Co. | 42.24 | 56.43 | 2,383.60 | 12 | | | | | |
| 110165 | Wayne Junction (n. o.) and Germanstown Station (n. o.). | Philadelphia and Reading R. R. Co. | 1.70 | 42.75 | 72.67 | 6 | | | | | |
| 110166 | Turbotville and Watson- town. | Central Pennsylvania and Western R. R. Co. | 6.48 | 42.75 | 277.02 | 12 | | | | | |
| 110167 | Keating and Karthaus ... | Pennsylvania R. R. Co. | 22.16 | 42.75 | 947.34 | 6 | | | | | |
| 110168 | Irona and Cresson ... | do. | 27.61 | 42.75 | 1,180.32 | 10 | | | | | |
| 110169 | Hazleton and New Boston ... | Lehigh Valley R. R. Co. | 18.39 | 58.14 | 1,099.10 | 40.10 | | | | | |
| 110170 | Luzerne and Noreen ... | do. | 18.32 | 42.75 | 783.18 | 12 | | | | | |
| 110171 | Forest House and Austin ... | Schenomahoning Valley R. R. Co. | 9.15 | 43.61 | 399.03 | 15 | | | | | |
| 110172 | Jamison City and D. L. and W. Depot in Bloomsburg. Pa. (n. o.). | Bloomsburg and Sullivan R. R. Co. | 30.02 | 54.72 | 1,642.60 | 16 | | | | | |

| | | | | | | | | | | | | |
|--------|--|---|-------|--------|----------|-------|------|-------|-------|-----------------|--|--|
| 110173 | Silver Brook and Silver Brook Junction (n. o.) | Lohigh Valley R. R. Co. | 2.53 | 42.75 | 108.15 | 12 | | | | | | |
| 110174 | Wilkes Barre and Rock Glen Junction (n. o.) | Pennsylvania R. R. Co. | 39.68 | 52.16 | 2,060.70 | 12 | | | | | | |
| 110175 | New Boston and Pottsville Junction (n. o.) | do. | 10.08 | 58.14 | 584.05 | 30 | | | | | | |
| 110176 | Goff and Donahoe Station (n. o.) | do. | 4.25 | 42.75 | 181.68 | 12 | | | | | | |
| 110177 | Bloomsburg and Rupert.... | Rupert and Bloomsburg R. R. Co. | 2.35 | 42.75 | 100.46 | 12 | | | | | | |
| 110178 | Beechtree Junction (n. o.) and Beechtree. | R. Co. Rochester and Pittsburgh Rwy. Co. | 2.30 | 42.75 | 102.17 | 12 | | | | | | |
| 110179 | Wampum Junction (n. o.) and Homewood. | Pennsylvania Co. | 5.89 | 42.75 | 251.79 | 12.57 | | | | | | |
| 110180 | Rockhill Furnace and McNeal. | East Broad Top R. R. and Coal Co. | 11.15 | 42.75 | 476.66 | 6 | | | | | | |
| 110181 | Bear Creek and Bear Creek Junction (n. o.) | Lohigh Valley R. R. Co. | 6.00 | 42.75 | 286.50 | 6 | | | | | | |
| 110182 | La Jose and Hastings..... | Pennsylvania R. R. Co. | 14.73 | 42.75 | 629.70 | 9 | | | | | | |
| 110183 | Duncannon and New Bloomfield. | Perry County R. R. Co. | 11.42 | 42.75 | 488.20 | 12 | | | | | | |
| 110184 | McGee's Mills and Glen Campbell. | Pennsylvania R. R. Co. | 8.66 | 42.75 | 371.07 | 12 | | | | | | |
| 110185 | Mount Pleasant and Scottdale Junction (n. o.) | do. | 5.62 | 52.16 | 293.13 | 18 | | | | | | |
| 110186 | Pond Creek Junction (n. o.) and Sandy Run. | Central R. R. Co. of New Jersey. | 2.53 | 42.75 | 108.15 | 6 | | | | | | |
| 110187 | McKeesport and Belle Vernon. | Pittsburg and Lake Erie R. R. Co. | 28.01 | 67.55 | 1,892.07 | 18 | | | | | | |
| 110188 | Bradford and Kinzua..... | Western New York and Pennsylvania R. R. Co. | 29.06 | 42.75 | 1,242.31 | 12 | | | | | | |
| 110189 | Hawley and Scranton..... | Erie and Wyoming Valley R. R. Co. | 37.03 | 46.17 | 1,706.67 | 12 | | | | | | |
| 110190 | Wayne Junction (n. o.) and West Falls (n. o.) in Philadelphia, Pa. | Philadelphia and Reading R. R. Co. | 2.50 | 224.87 | 562.17 | 32.50 | 2.50 | 23.00 | 62.50 | 1 line 40 feet. | | |
| 110191 | Confience, Pa., and Krug, Md. | Baltimore and Ohio R. R. Co. | 20.16 | 42.75 | 861.84 | 6 | | | | | | |
| 110192 | Instantan and Johnsonburg. | Pennsylvania R. R. Co. | 11.52 | 42.75 | 492.48 | 6 | | | | | | |
| 110193 | Turbotville and Orangeville. | Central Pennsylvania and Western R. R. Co. | 25.80 | 42.75 | 1,102.94 | 9 | | | | | | |
| 110194 | Lizard Creek Junction (n. o.) and Pottsville. | Lohigh Valley R. R. Co. | 34.30 | 56.43 | 1,935.54 | 24 | | | | | | |
| 110195 | Ormsby and Mount Jewett.. | Bradford, Bordell and Kinzua Rwy. Co. | 10.92 | 42.75 | 466.83 | 12 | | | | | | |
| 110196 | Vacant. | | | | | | | | | | | |
| 110197 | Wilmington Junction (n. o.) and Sharpville. | Sharpville R. R. Co. | 17.30 | 42.75 | 739.57 | 12 | | | | | | |
| 110198 | Harriaburg and D. and M. Junction (n. o.) | Philadelphia and Reading R. R. Co. | 12.60 | 84.65 | 1,074.20 | 15 | | | | | | |
| 110199 | Alford and Montrose..... | Lackawanna and Montrose R. R. Co. | 11.26 | 58.14 | 684.65 | 18 | | | | | | |
| 110200 | Latrobe and Hostetter..... | Pennsylvania R. R. Co. | 5.26 | 42.75 | 224.86 | 12 | | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. Miles. | Pay per mile for trans- porta- tion. Dollars. | Annual rate of pay for trans- portation. Dollars. | Aver- age num- ber of trips per week. | Au- thor- ized miles for rail- way post- office cars. Miles. | Pay per mile for rail- way post- office cars. Dollars. | Annual rate of pay for rail- way post- office cars. Dollars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|--|----------------------------------|--|---|--|--|---|---|---|----------------|
| PENNSYLVANIA—continued. | | | | | | | | | | | |
| 110201 | Austin and Conrad..... | Buffalo and Susquehanna R. R. Co. | 18.23 | | | 6 | | | | | Pay not fixed. |
| 110202 | Challenge and Brockway- ville..... | New York, Lake Erie and Western R. R. Co. | 8.29 | 42.75 | 354.39 | 6 | | | | | |
| 110203 | Erie and Butler..... | Pittsburg, Shenango and Lake Erie R. R. Co. | 121.78 | 89.78 | 10,933.40 | 15.97 | | | | | |
| 110204 | Bradford and Mount Jewett. | New York, Lake Erie and Western R. R. Co. | 20.83 | 42.75 | 890.48 | 6 | | | | | |
| 110205 | Mill Hall and Bellefonte..... | Central R. R. Co. of Penn- sylvania. | 27.81 | | | 6 | | | | | Do. |
| 110206 | Junction (n. o.) and Whit- ney. | Pennsylvania R. R. Co..... | 1.20 | 42.75 | 51.30 | 12 | | | | | |
| 110207 | Vacant. | | | | | | | | | | Do. |
| 110208 | Genesee and Ellsburg..... | Olean, Owayo and Eastern R. R. Co. | 5.61 | | | 6 | | | | | |
| 110209 | Elulalia and Parrish..... | Sheffield and Spring Creek R. R. Co. | 9.20 | 42.75 | 393.30 | 6 | | | | | |
| 110210 | Groveton and Moon Run.... | Pittsburg and Moon Run R. R. Co. | 5.00 | | 200.00 | 6 | | | | | By agreement. |
| 110211 | Brockport Junction (n. o.) and Cartwright. | New York, Lake Erie and Western R. R. Co. | 2.36 | 42.75 | 100.89 | 6 | | | | | |
| 110212 | Bellefonte and State College. | Bellefonte Central R. R. Co.. | 19.16 | 46.17 | 884.61 | 18 | | | | | |
| 110213 | Newport and New German- town. | Newport and Sherman's Valley R. R. Co. | 28.75 | 53.87 | 1,548.76 | 12 | | | | | |
| 110214 | Noxen and Ricketts..... | Lehigh Valley R. R. Co..... | 16.54 | | 340.00 | 6 | | | | | Do. |
| 110215 | Beaver Falls and Beaver.... | Beaver Valley Traction Co.. | 5.00 | 65.84 | 329.20 | 66 | | | | | Electric. |
| 110216 | Bolesville (n. o.) and Free- dom. | Peoples' Electric Street Rwy. Co. | 3.40 | 49.59 | 168.60 | 12 | | | | | Do. |
| 110217 | Kaylor Junction (n. o.) and Brubaker Junction (n. o.). | Pennsylvania R. R. Co..... | 19.66 | 42.75 | 840.46 | 12 | | | | | |
| 110218 | South Fork and Dunlo..... | do | 7.56 | 42.75 | 323.19 | 12 | | | | | |
| 110219 | Three Runa (n. o.) and Pot- terdale. | do | 2.10 | 42.75 | 89.77 | 6 | | | | | |
| 110220 | Brookside (n. o.) and Wil- liamstown. | Williams Valley R. R. Co.... | 7.76 | 42.75 | 331.74 | 12 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Number of route. | State and terminal. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage for railway post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|----------------------------|--|---|------------------|----------------------------------|--|-----------------------------------|--|--|--|--|--|
| DELAWARE—continued. | | | | | | | | | | | |
| 112002 | Delmar, Del., and Crisfield, Md. | New York, Philadelphia and Norfolk R. R. Co. | Miles. 38.00 | Dollars. 143.64 | Dollars. 5,458.32 | 15.58 | | | | | |
| 112003 | Clayton, Del., and Oxford, Md. | Philadelphia, Wilmington and Baltimore R. R. Co. | 54.92 | 82.94 | 4,555.06 | 12 | | | | | |
| 112004 | Georgetown and Lewes. | do | 15.24 | 56.43 | 859.99 | 12 | | | | | |
| 112005 | Wilmington, Del., and Landenberg, Pa. | Baltimore and Ohio R. R. Co. | 19.46 | 42.75 | 831.91 | 12 | | | | | |
| 112006 | Harrington, Del., and Franklin City, Va. | Philadelphia, Wilmington and Baltimore R. R. Co. | 78.33 | 70.11 | 5,491.71 | 7.83 | | | | | |
| 112007 | Newark and Delaware City | do | 13.87 | 42.75 | 592.94 | 12.50 | | | | | |
| | | | 318.97 | | 37,373.04 | | | | | | |
| MARYLAND. | | | | | | | | | | | |
| 113001 | Philadelphia, Pa., and Washington, D. C. | Philadelphia, Wilmington, and Baltimore R. R. Co. | 137.53 | 1,734.80 | 238,587.04 | 147.62 | 137.53 | 200.00 | 27,506.00 | 3 lines 60 feet; 2 lines 40 feet; 1 line 50 feet.... | |
| 113002 | Baltimore, Md., and Sunbury, Pa. | Northern Central Rwy. Co. | 138.19 | 370.22 | 51,160.70 | 47.60 | 138.00 | 40.00 | 5,520.00 | | |
| 113003 | Baltimore, Md., and Beltsville, Ohio. | Baltimore and Ohio R. R. Co. | 390.80 | 695.12 | 271,662.89 | 51.77 | 40.00 152.20 102.20 | 175.00 150.00 100.00 | 40,050.00 | 3 lines 60 feet; 1 line 40 feet; 3 lines 60 feet.... | Baltimore, Md., to Washington, D. C. Washington, D. C. to Cumberland, Md., to Grafton, W. Va. |
| 113004 | Araby and Frederick. | do | 3.55 | 83.79 | 322.59 | 46.50 | | | | | |
| 113005 | Weverton and Hagerstown. | do | 24.46 | 82.94 | 2,028.71 | 18 | | | | | |
| 113006 | Baltimore and Hagerstown. | Western Maryland R. R. Co. | 66.95 | 159.03 | 13,827.65 | 22 | 86.60 | 25.00 | 2,165.00 | 1 line 46 feet.... | |
| 113007 | Annapolis and Annapolis Junction. | Annapolis, Washington and Baltimore R. R. Co. | 21.04 | 63.27 | 1,331.20 | 21.50 | | | | | |
| 113008 | Cambridge, Md., and Seaford, Del. | Philadelphia, Wilmington and Baltimore R. R. Co. | 33.63 | 65.84 | 2,214.19 | 6 | | | | | |
| 113009 | Baltimore and Ocean City. | Baltimore and Eastern Shore R. R. Co. | 103.73 | 44.46 | 4,611.83 | 7.73 | | | | | |

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termin- i. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized mile- age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|--|------------------------|--|---|---|---|---|---|---|--|
| VIRGINIA—continued. | | | | | | | | | | | |
| 114002 | Washington, D. C., and Lynchburg, Va. | Richmond and Danville R.R. | Miles. 173.13 | Dollars. 693.54 | Dollars. 120,938.23 | 28.11 | Miles. 172.85 | Dollars. 123.00 | Dollars. 21,006.25 | 2 lines 60 feet; 1 line 40 feet. | R. P. O. Gordonsville and Huntingdon. |
| 114003 | Manassas and Strasburg, Va. |do | 64.02 | 70.97 | 4,543.49 | 12 | | | | | |
| 114004 | Alexandria and Round Hill, Va. |do | 50.64 | 81.23 | 4,113.48 | 12 | | | | | |
| 114005 | Newport News, Va., and Huntington, W. Va. | Cheapeake and Ohio Rwy | 494.65 | 222.30 | 109,960.69 | 18 | 343.50 | 50.00 | 17,175.00 | 2 lines 40 feet | |
| 114006 | Richmond and Danville, Vir- ginia (n. o.). | Richmond and Danville R.R. | 140.23 | 157.32 | 22,060.98 | 14 | | | | | |
| 114007 | Richmond and West Point, Va. |do | 39.44 | 72.08 | 2,866.49 | 15 | | | | | |
| 114008 | Richmond and Petersburg, Va. | Richmond and Petersburg R.R. | 23.46 | 436.91 | 10,249.90 | 52.50 | 23 | 90.00 | 2,070.00 | 1 line 60 feet; 1 line 50 feet. | |
| 114009 | Petersburg, Va., and Weldon, N. C. | Petersburg R.R. | 63.54 | 386.46 | 24,555.66 | 21 | 63.30 | 90.00 | 5,697.00 | 1 line 60 feet; 1 line 50 feet. | |
| 114010 | Petersburg and City Point, Va. | Norfolk and Western R.R. | 10.55 | 42.75 | 451.01 | 6 | | | | | |
| 114011 | Norfolk and Lynchburg, Va. |do | 204.73 | 139.37 | 28,533.22 | 23.75 | | | | | |
| 114012 | Bluestone Junction (n. o.) and Pocahontas, Va. |do | 1.59 | 42.75 | 67.97 | 22 | | | | | |
| 114013 | Lynchburg, Va., and Bristol, Tenn. |do | 204.41 | 245.39 | 50,160.16 | 21 | 203.83 | 50.00 | 10,191.50 | 2 lines 40 feet | |
| 114014 | Glade Spring and Saltville, Tenn. |do | 8.50 | 42.75 | 363.37 | 12 | | | | | |
| 114015 | Permanoth, Va., and Wel- don, N. C. | Seaboard and Roanoke R.R. | 78.67 | 94.91 | 7,466.56 | 13 | | | | | |
| 114016 | Lynchburg and Danville Junction (n. o.). | Richmond and Danville R.R. | 65.52 | 601.92 | 39,437.79 | 17.50 | 65.24 | 125.00 | 8,155.00 | 2 lines 60 feet; 1 line 40 feet. | |
| 114017 | Bermuda Hundred and Farm- ville, Va. | Farmville and Powhatan R.R. | 89.56 | 43.61 | 3,905.71 | 6.52 | | | | | |
| 114018 | Washington, D. C., and Alex- andria, Va. | Philadelphia, Wilmington and Baltimore R.R. | 7.26 | 64.13 | 465.58 | 24 | | | | | |
| 114019 | Sutherland, Va., and Milton, N. C. | Richmond and Danville R.R. | 6.70 | 42.75 | 288.42 | 18 | | | | | |
| 114020 | Fredericksburg and Orange, Va. | Potomac, Fredericksburg and Piedmont R.R. | 39.48 | 61.56 | 2,430.38 | 6 | | | | | |
| 114021 | Hagerstown, Md., and Roan- oke, Va. | Norfolk and Western R.R. | 239.76 | 141.08 | 33,825.34 | 19.54 | | | | | |
| 114022 | Elba and Rocky Mount, Va. | Richmond and Danville R.R. | 37.36 | 42.75 | 1,597.14 | 6 | | | | | |

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized mile- age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|--|------------------------|--|---|---|--|---|---|---|----------|
| NORTH CAROLINA—cont'd. | | | | | | | | | | | |
| 118010 | Raleigh and Hamlet | Raleigh and Augusta Air Line R. R. | Miles. 98.09 | Dollars. 76.95 | Dollars. 7,548.02 | 6 | | | Dollars. | | |
| 118011 | Bennettsville, S. C., and Mount Airy, N. C. | Cape Fear and Yadkin Val- ley Rwy. | 223.69 | 90.63 | 20,273.02 | 13.86 | | | | | |
| 118012 | Greensboro and Wilkesboro. Vacant. | Richmond and Danville R. R. | 105.42 | 100.04 | 10,546.21 | 7.88 | | | | | |
| 118013 | Oxford and Henderson | do | 13.81 | 48.74 | 673.09 | 13 | | | | | |
| 118014 | Rocky Mount and Tarboro .. | Wilmington and Weldon R. R. | 16.54 | 90.63 | 1,499.02 | 19 | | | | | |
| 118015 | Asheville Junction (n. o.) and Murphy. | Richmond and Danville R. R. | 122.21 | 64.98 | 7,941.21 | 6 | | | | | |
| 118017 | Vacant. | do | | | | | | | | | |
| 118018 | University Station and Chapel Hill. | do | 11.33 | 42.75 | 484.35 | 12 | | | | | |
| 118019 | Halifax and Greenville | Wilmington and Weldon R. R. | 58.55 | 60.71 | 3,554.57 | 6 | | | | | |
| 118020 | Tarboro and Plymouth | Albemarle and Raleigh R. R. | 53.64 | 59.00 | 3,164.76 | 7 | | | | | |
| 118021 | High Point and Ashboro | Richmond and Danville R. R. | 28.23 | 50.45 | 1,424.20 | 6 | | | | | |
| 118022 | D. M. and S. W. Junction (n. o.) and Leakville. | Danville, Mocksville and Southwestern R. R. | 8.09 | 42.75 | 345.84 | 6 | | | | | |
| 118023 | Hickory and Lenoir | Chester and Lenoir Narrow Gauge R. R. | 20.51 | 54.72 | 1,122.30 | 6 | | | | | |
| 118024 | Chadbourn, N. C., and Con- way S. C. | Wilmington, Chadbourn and Conway R. R. | 39.13 | 44.46 | 1,738.71 | 6 | | | | | |
| 118025 | Louisburg and Franklinton .. | Raleigh and Gaston R. R. | 10.38 | 45.32 | 470.42 | 18 | | | | | |
| 118026 | Warren Plains and Warren- ton. | Warrenton R. R. | 3.32 | 42.75 | 141.93 | 12 | | | | | |
| 118027 | Wilson and Fayetteville | Wilmington and Weldon R. R. | 74.53 | 52.16 | 3,887.48 | 6 | 73.80 | 90.00 | 6,642.00 | 1 line 60 feet; 1 50 feet. | |
| 118028 | Rocky Mount and Spring Hope. | do | 19.44 | 42.75 | 831.06 | 6 | | | | | |
| 118029 | Moncure and Pittsboro | Raleigh and Augusta Air Line R. R. | 12.34 | 42.75 | 527.53 | 12 | | | | | |
| 118030 | Warsaw and Clinton | Wilmington and Weldon R. R. | 13.19 | 46.17 | 608.98 | 12 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Author- ized mile- age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|--|------------------------|--|---|--|--|---|---|---|---|
| | | SOUTH CAROLINA—cont'd. | | | | | | | | | |
| 120004 | Charleston, S. C., and Savan- nah, Ga. | Charleston and Savannah Rwy. | Miles. 116.00 | Dollars. 282.41 | Dollars. 53,919.56 | 31.44 | Miles. 116.00 | Dolla. 65.00 | Dollars. 7,540.00 | 1 line, 50 feet; 1 line, 40 feet. | |
| 120005 | Charleston and Florence | Northeastern R. R. | 102.40 | 313.79 | 32,132.09 | 27.66 | 102.00 | 90.00 | 9,180.00 | 1 line, 60 feet; 1 line, 50 feet. | |
| 120006 | Florence and Cheraw | Cheraw and Darlington R. R. | 40.76 | 64.98 | 2,648.58 | 12 | | | | | |
| 120007 | Chester and Hickory | Chester and Lenoir Narrow Gauge R. R. | 89.88 | 57.29 | 4,633.95 | 6 | | | | | 10.10 miles, Newton to Hickory, lap service over route No. 118006, at \$5.99 per mile. |
| 120008 | Vacant. | | | | | | | | | | |
| 120009 | Hodges and Abbeville C. H. | Richmond and Danville R. R. | 11.87 | 42.75 | 507.44 | 12 | | | | | |
| 120010 | Port Royal, S. C., and Au- gusta, Ga. | Port Royal and Augusta Rwy. | 112.13 | 68.40 | 7,696.69 | 8.33 | | | | | |
| 120011 | Abbeville, N. C., and Alston, S. C. | Richmond and Danville R. R. | 139.16 | 74.39 | 10,352.11 | 7 | | | | | |
| 120012 | Newberry and Laurens | do | 31.81 | 53.87 | 1,713.60 | 6 | | | | | |
| 120013 | Chester and Lancaster | Cheraw and Chester R. R. | 29.47 | 42.75 | 1,256.84 | 6 | | | | | |
| 120014 | Cheraw, S. C., and Wades- boro, N. C. | Cheraw and Darlington R. R. | 26.28 | 53.01 | 1,398.10 | 6 | | | | | |
| 120015 | Laurens and Sumter | Central R. R. Co. of S. C. | 40.54 | 88.07 | 3,570.35 | 7 | | | | | |
| 120016 | Belton and Walhalla | Richmond and Danville R. R. | 44.32 | 57.29 | 2,536.09 | 6 | | | | | |
| 120017 | Branchville, S. C., and Au- gusta, Ga. | South Carolina Rwy. | 75.14 | 124.83 | 9,379.72 | 14 | | | | | |
| 120018 | Kingsville and Camden | do | 38.14 | 83.79 | 3,195.75 | 7 | | | | | |
| 120019 | Blackville and Barnwell | Carolina Midland Rwy. | 9.82 | 47.18 | 470.18 | 14 | | | | | |
| 120020 | Laurens and Georgetown | Georgetown and Western R. R. | 37.67 | 52.16 | 1,964.86 | 12 | | | | | |
| 120021 | Spartanburg, S. C., and Au- gusta, Ga. | Port Royal and Western Carolina Rwy. | 133.40 | 71.82 | 9,580.79 | 7 | | | | | |
| 120022 | Elmore and Vance | Charleston, Sumter and Northern R. R. | 11.47 | 42.75 | 490.84 | 12 | | | | | |

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and terminl. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized miles age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|---------------------------|--|---|------------------------|--|---|---|---|---|---|---|---|
| GEORGIA—continued. | | | | | | | | | | | |
| 121008 | Kingston and Rome | Rome R. R. | 20.38 | Dollars. 48.74 | 993.32 | 21 | | | | | |
| 121009 | Savannah, Ga., and Jackson- ville, Fla. | Savannah, Florida and Western Rwy. Central R. R. and Banking Co. of Georgia. | 171.86 | 289.85 | 49,825.21 | 30.76 | 171.90 | 65.00 | 11,173.50 | 1 line 50 feet; 1 line 40 feet. | |
| 121010 | Savannah and Macon | do | 191.00 | 150.48 | 28,741.68 | 15.24 | | | | | |
| 121011 | Macon and Columbus | do | 101.36 | 70.97 | 7,193.51 | 7 | | | | | |
| 121012 | Macon and Atlanta | do | 103.00 | 242.82 | 25,010.46 | 21 | 103.00 | 25.00 | 2,575.00 | 1 line 40 feet. | |
| 121013 | Rome and Brunswick | East Tennessee, Virginia and Georgia Rwy. | 353.10 | 143.64 | 48,629.66 | 12.62 | | | | | 18.80 miles, Anstall to Atlanta, lap service over route No. 121042, at \$32.49 per mile. |
| 121014 | Gordon and Milledgeville | Central R. R. and Banking Co. of Georgia. | 18.16 | 42.75 | 776.34 | 6 | | | | | |
| 121015 | Tennille and Wrightsville | Wrightsville and Tennille R. R. | 16.77 | 59.85 | 1,003.68 | 13 | | | | | |
| 121016 | Macon, Ga., and Eufaula, Ala. | Central R. R. and Banking Co. of Georgia. | 143.87 | 163.31 | 23,485.40 | 14 | 143.60 | 25.00 | 3,590.00 | 1 line 40 feet. | |
| 121017 | Fort Valley and Perry | do | 12.99 | 42.75 | 555.32 | 12 | | | | | |
| 121018 | Waycross and Albany | Savannah, Florida and Western Rwy. Central R. R. and Banking Co. of Georgia. | 163.10 | 133.38 | 21,754.27 | 11.47 | | | | | |
| 121019 | Barneville and Thomaston | do | 16.73 | 42.75 | 715.20 | 12 | | | | | |
| 121020 | Cartersville, Ga., and Pell City, Ala. | East and West R. R. of Ala. Co. of Georgia. | 117.11 | 55.58 | 6,508.97 | 7.85 | | | | | |
| 121021 | Camak and Macon | Georgia R. R. and Banking Co. | 78.52 | 75.24 | 5,907.84 | 14 | | | | | |
| 121022 | Griffin and Carrollton | Central R. R. and Banking Co. of Georgia. | 60.32 | 68.40 | 4,125.88 | 10.10 | | | | | |
| 121023 | Brunswick and Albany | Brunswick and Western R. R. | 171.14 | 115.72 | 19,462.04 | 14 | | | | | |
| 121024 | Columbus and Greenville | Central R. R. and Banking Co. of Georgia. | 50.78 | 47.68 | 2,431.34 | 7 | | | | | |

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Number of route. | State and termini. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage for post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|----------------------|---|--|------------------|----------------------------------|--|-----------------------------------|--|--|--|---|-----------------------------|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| * GEORGIA—continued. | | | | | | | | | | | |
| 121057 | Chattanooga, Tenn., and Carrollton, Ga. | Chattanooga, Rome and Columbus R. R. | 138.81 | 65.84 | 9,139.26 | 7 | | | | | |
| 121058 | Macon, Ga., and Palatka, Fla. | Georgia Southern and Florida R. R. | 285.93 | 129.06 | 37,159.40 | 14 | | | | | |
| 121059 | Crawford and Lexington. | Lexington Terminal R. R. | 4.75 | 42.75 | 203.08 | 12 | | | | | |
| 121060 | Wadley and Rixville. | Wadley and Mount Vernon R. R. | 29.19 | 42.75 | 1,247.87 | 6 | | | | | |
| 121061 | Statesboro and Dover. | Dover and Statesboro R. R. | 10.21 | 42.75 | 436.47 | 12 | | | | | |
| 121062 | Dunlap (n. o.) and Smithonia. | Smithonia and Dunlap R. R. | 6.20 | 42.75 | 265.05 | 13 | | | | | |
| 121063 | Columbus and Albany. | Columbus Southern Rwy. | 86.72 | 42.75 | 3,836.83 | 7 | | | | | |
| 121064 | Bainbridge, Ga., and Montgomery, Ala. | Alabama Midland Rwy. | 176.30 | 80.37 | 14,109.23 | 7.67 | | | | | |
| 121065 | Savannah and Tybee. | Central R. R. and Banking Co. of Georgia. | 16.26 | 42.75 | 695.11 | 7 | | | | | |
| 121066 | Madrin (n. o.) and Lyons. | do. | 57.54 | 60.71 | 3,493.25 | 7 | | | | | |
| 121067 | Abbeville and Lula ville. | Abbeville and Waycross R. R. | 18.33 | 42.75 | 783.60 | 6 | | | | | |
| 121068 | Waycross and Nichols. | Waycross Air Line R. R. | 29.22 | ..... | 500.00 | 6 | | | | | Agreement to June 30, 1895. |
| 121069 | Chattanooga, Tenn., and Gadsden, Ala. | Chattanooga Southern Rwy. | 92.58 | 47.65 | 4,354.03 | 6 | | | | | |
| 121070 | Machen and Eatonton. | Middle Georgia and Atlantic Rwy. | 18.60 | 42.75 | 795.15 | 13 | | | | | |
| 121071 | Clinton, S. C., and Atlanta, Ga. | Georgia Carolina and Northern Rwy. | 175.54 | 102.60 | 18,010.40 | 14 | | | | | |
| 121072 | Macon and Dublin. | Macon, Dublin and Savannah R. R. | 53.61 | ..... | 1,620.00 | 6 | | | | | Agreement to June 30, 1896. |
| 121073 | Smithonia and Five Forks. | Smithville, Danielsville and Carnesville R. R. | 6.24 | ..... | 266.76 | 6 | | | | | Do. |
| 121074 | Pilecock and Montrie. | Boston and Albany R. R. | 32.63 | ..... | 1,384.83 | 6 | | | | | Do. |
| 121075 | Dublin and Hawkinsville. | Orange and Western R. R. | 40.75 | ..... | 1,200.00 | 6 | | | | | Do. |
| 121076 | Machen and Covington. | Middle Georgia and Atlantic Rwy. | 26.49 | 57.29 | 1,517.60 | 9.50 | | | | | |
| 121077 | Milledgeville and Eatonton. | do. | 21.96 | 42.75 | 938.70 | 6 | | | | | |

| 121078 | 121079 | Savannah, Ga., and Harts Road, Fla. | Florida Central and Peninsular R. R. | 111.29 | 2,280.00 | 0 | Agreement |
|----------|--------|---|---|----------|------------|-------|--------------------------------------|
| 121079 | | Stilmore and Collins..... | Stilmore Air Line Rwy..... | 20.36 | 300.00 | 6 | Do. |
| | | | | 5,609.55 | 700,902.90 | | 63,267.30 |
| FLORIDA. | | | | | | | |
| 122001 | 122001 | Fernandina and Tampa..... | Florida Central and Peninsular R. R. | 244.50 | 23,582.02 | 14.50 | All land grant. |
| 122002 | 122002 | Daytona and Eau Gallie..... | Jacksonville, St. Augustine and Indian River Rwy. | 82.16 | 8,008.12 | 7 | Do. |
| 122003 | 122003 | Pensacola, Fla., and Flomaton, Ala. | Louisville and Nashville R. R. | 44.16 | 3,057.17 | 21 | Do. |
| 122004 | 122004 | J. T. and K. W. Junction, (n. o.) and New Smyrna. | Jacksonville, St. Augustine and Indian River Rwy. | 28.09 | 1,349.29 | 9 | Do. |
| 122005 | 122005 | Pensacola and Millview. | Pensacola and Perdido R. R. | 9.17 | 392.01 | 6 | Do. |
| 122006 | 122006 | Jacksonville and River Junction. | Florida Central and Peninsular R. R. | 208.62 | 17,267.47 | 13.83 | |
| 122007 | 122007 | Sanford and Port Tampa..... | South Florida R. R. | 125.70 | 23,782.27 | 13 | |
| 122008 | 122008 | Aston and Leesburg..... | St. Johns and Lake Eustis Rwy. | 37.95 | 1,946.83 | 6 | |
| 122009 | 122009 | Harts Road and Jacksonville. | Florida Central and Peninsular R. R. | 24.96 | 1,067.04 | 13 | |
| 122010 | 122010 | Sanford and Oviedo..... | Sanford and Indian River R. R. | 17.16 | 733.59 | 12 | |
| 122011 | 122011 | Wildwood and Orlando..... | Florida Central and Peninsular R. R. | 54.44 | 4,002.97 | 10.50 | |
| 122012 | 122012 | Palatka and Brooksville..... | Florida Southern Rwy. | 145.63 | 13,198.44 | 7.27 | |
| 122013 | 122013 | Tallahassee and St. Marks.. | Florida Central and Peninsular R. R. | 22.03 | 941.78 | 3 | |
| 122014 | 122014 | Fort Mason and Lane Park. | St. Johns and Lake Eustis Rwy. | 9.09 | 414.24 | 12 | |
| 122015 | 122015 | Pensacola and River Junction. | Louisville and Nashville R. R. | 161.03 | 12,295.34 | 14 | All land grant. |
| 122016 | 122016 | Jacksonville and St. Augustine. | Jacksonville, St. Augustine and Indian River Rwy. | 98.57 | 4,584.04 | 17 | |
| 122017 | 122017 | Micanopy Junction (n. o.) and Micanopy. | Florida Southern Rwy. | 3.80 | 162.45 | 6 | |
| 122018 | 122018 | Jacksonville and Sanford.. | Jacksonville, Tampa and Key West Rwy. | 125.10 | 28,986.92 | 20.76 | 125.00 23.00 3,125.00 1 line 40 feet |
| 122019 | 122019 | Waldo and Cedar Keys..... | Florida Central and Peninsular R. R. | 71.21 | 3,848.18 | 7 | Do. |
| 122020 | 122020 | DeLand Junction (n. o.) and Deland. | Jacksonville, Tampa and Key West Rwy. | 4.00 | 225.72 | 19 | |
| 122021 | 122021 | Wahnetah and Bartow..... | South Florida R. R. | 17.35 | 1,112.65 | 13 | |
| 122022 | 122022 | Rochele and Gainesville..... | Florida Southern Rwy. | 10.82 | 471.80 | 15 | |
| 122023 | 122023 | Archer and Early Bird..... | Florida Central and Peninsular R. R. | 26.49 | 1,132.44 | 6 | |
| 122024 | 122024 | Pemberton and Bartow..... | South Florida R. R. | 57.07 | 3,025.28 | 7.45 | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Number of route. | State and termini. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage, rail-way post-office cars. | Pay per mile for rail-way post-office cars. | Annual rate of pay for rail-way post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------|---|--|------------------|----------------------------------|--|-----------------------------------|--|---|---|---|----------------|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| FLORIDA—continued. | | | | | | | | | | | |
| 123025 | Enterprise Junction (n. o.) and Titusville. | Jacksonville, Tampa and Key West Rwy. | 40.58 | 100.04 | 4,059.62 | 12 | | | | | |
| 123026 | Barlow and Punta Gorda. | Florida Southern Rwy. | 75.14 | 64.13 | 4,818.72 | 6 | | | | | |
| 123027 | St. Augustine and Palatka. | Jacksonville, St. Augustine and Indian River Rwy. | 30.41 | 75.24 | 2,288.04 | 12 | | | | | |
| 123028 | Sanford and Tavares. | Jacksonville, Tampa and Key West Rwy. | 29.86 | 42.75 | 1,276.51 | 6 | | | | | |
| 123029 | Sanford and St. Petersburg. | Orange Belt Rwy. | 153.33 | 76.10 | 11,608.41 | 6 | | | | | |
| 123030 | Jacksonville and Palto Beach. | Jacksonville and Atlantic Rwy. | 18.16 | 42.75 | 776.34 | 6 | | | | | |
| 123031 | Palatka and Daytona. | Jacksonville, St. Augustine and Indian River Rwy. | 53.86 | 71.82 | 3,863.90 | 6 | | | | | |
| 123032 | Lake City and Fort White. | Savannah, Florida and Western Rwy. | 21.85 | 42.75 | 934.08 | 12 | | | | | |
| 123033 | Ocala and Homosassa. | Silver Springs, Ocala and Gulf R. R. | 48.76 | 47.88 | 2,334.62 | 6 | | | | | |
| 123034 | Tavares and Clermont. | Tavares and Gulf R. R. | 30.10 | 42.75 | 1,286.77 | 6 | | | | | |
| 123035 | Thomasville, Ga., and Monticello, Fla. | Savannah, Florida and Western Rwy. | 24.70 | 42.75 | 1,055.92 | 13 | | | | | |
| 123036 | Jacksonville and Mayport. | Jacksonville, Mayport, Pablo Rwy. and Navigation Co. | 20.10 | 42.75 | 839.27 | 6 | | | | | |
| 123037 | Kissimmee and Narcoossee. | South Florida R. R. | 10.87 | 42.75 | 721.19 | 6 | | | | | |
| 123038 | Pensacola and Warrington. | Pensacola Terminal Co. | 8.35 | | 356.96 | 6 | | | | | Agreement. |
| 123039 | Green Cove Springs and Melrose. | Western Rwy. Co. of Alabama. | 34.30 | 42.75 | 1,466.32 | 6 | | | | | |
| 123040 | Drifton and Monticello. | Florida Central and Peninsular R. R. | 4.66 | 42.75 | 100.21 | 14 | | | | | |
| 123041 | Dunnellon and Inverness. | Silver Springs, Ocala and Gulf R. R. | 18.21 | 42.75 | 778.47 | 6 | | | | | |
| 123042 | Junction (n. o.) and San Mateo. | Jacksonville, St. Augustine and Indian River Rwy. | 4.73 | 42.75 | 202.20 | 12 | | | | | |
| 123043 | Inverness and Pemberton. | South Florida R. R. | | 42.75 | 909.38 | 6 | | | | | |
| 123044 | Eau Gallie and Palm Beach. | Jacksonville, St. Augustine and Indian River Rwy. | 21.25 | 47.03 | | 6 | | | | | Pay not fixed. |

| 123045 | Tallahassee and Apalachicola. | Carrabell, Tallahassee and Georgia R. R. | 81.25 | 3,473.44 | 0 | Agreement. | | | | |
|----------|---|---|--------|----------|-----------|------------|--------|-------|-----------|---|
| | | | | | | 3,125.00 | | | | |
| ALABAMA. | | | | | | | | | | |
| 124001 | Montgomery, Ala., and West Point, Ga. | Western Rwy. Co. of Alabama. | 80.40 | 321.48 | 27,775.87 | 21 | 85.63 | 80.00 | 0,850.40 | 2 lines, 50 feet. |
| 124002 | Montgomery and Selma. | do | 48.55 | 123.12 | 5,977.47 | 14 | 70.70 | 25.00 | 1,992.50 | 1 line, 40 feet. |
| 124003 | Montgomery and Eufrata. | Central R. R. and Banking Co. of Georgia. | 80.47 | 142.70 | 11,490.31 | 17.03 | 25.00 | | | |
| 124004 | Montgomery and Decatur. | South and North Alabama R. R. | 183.27 | 180.74 | 29,458.81 | 9.80 | 182.44 | 25.00 | 4,561.00 | 1 line, 40 feet. |
| 124005 | Memphis, Tenn., and Chattanooga, Tenn. | Memphis and Charleston R. R. | 310.40 | 159.03 | 44,929.05 | 14.73 | | | | |
| | | | | | | | | | | 38.70 miles, Stevenson to Chattanooga, lap service over route 127004 at \$44.40 per mile. |
| 124006 | Selma and Akron Junction. | East Tennessee, Virginia and Georgia Rwy. | 67.85 | 61.56 | 4,176.84 | 7 | | | | |
| 124007 | Columbus, Ga., and Birmingham, Ala. | Central R. R. and Banking Co. of Georgia. | 158.85 | 87.21 | 13,853.30 | 7.65 | | | | |
| 124008 | Columbus, Ga., and Troy, Ala. | do | 85.61 | 50.02 | 4,333.57 | 14 | | | | |
| 124009 | Selma and York Station. | East Tennessee, Virginia and Georgia Rwy. | 78.73 | 72.68 | 5,722.00 | 7 | | | | |
| 124010 | Selma, Ala., and Patonsville, Tenn. | do | 150.00 | 97.12 | 28,355.71 | 16.42 | | | | |
| 124011 | Patonsville, Tenn., and Cleveland, Tenn. | do | 113.94 | 121.41 | | | | | | |
| 124012 | Montgomery and Flomaton, Flomaton and Mobile, Mobile and New Orleans. | Birmingham, Sheffield and Tennessee River Rwy. Louisville and Nashville R. R. | 87.51 | 51.30 | 4,489.26 | 7 | | | | |
| | | | | 244.19 | 89,933.05 | 22.56 | 112.48 | 80.00 | 23,369.85 | 2 lines, 50 feet. |
| | | | | 59.64 | 305.24 | | 59.54 | 80.00 | | 2 lines, 50 feet. |
| | | | | 139.72 | 305.24 | | 139.09 | 65.00 | | 1 line, 40 feet. |
| 124013 | Attalla and Guntersville. | Nashville, Chattanooga and St. Louis Rwy. | 31.45 | 55.58 | 1,747.99 | 12 | | | | |
| 124014 | Opelika and Roanoke. | Central R. R. and Banking Co. of Georgia. | 39.50 | 58.14 | 2,296.53 | 7 | | | | |
| 124015 | Chattanooga, Tenn., and Meridian, Miss. | Alabama Great Southern R. R. | 295.61 | 229.14 | 55,641.07 | 17.38 | 295.40 | 50.00 | 14,770.00 | 2 lines, 40 feet. |
| 124016 | Mobile Junction (n. o.) and (Turnee). | East Tennessee, Virginia and Georgia Rwy. | 18.40 | 62.42 | 1,148.52 | 7 | | | | |
| 124017 | Selma and Pine Apple Station (n. o.). | Louisville and Nashville R. R. | 46.40 | 63.27 | 2,035.72 | 6 | | | | |
| 124018 | Dolomite and Wheeling Station (n. o.). | Woodward Iron Co. | 4.27 | 42.73 | 182.54 | 7 | | | | |
| | | | | | | | | | | 293.91 miles, State line (n. o.) to Meridian, land grant, at \$183.31 per mile. |

All land grant,
38.70 miles, Stevenson
to Chattanooga, lap
service over route
127004 at \$44.40 per
mile.

All land grant.

Land grant.

Land grant.

293.91 miles, State line
(n. o.) to Meridian,
land grant, at \$183.31
per mile.

C.—Railroad Mail Service and railway post-office cars as in operation June '80, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|---------------------------|--|--|------------------------|--|---|--|--|---|---|---|---|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dollars. | Dollars. | | |
| ALABAMA—continued. | | | | | | | | | | | |
| 124019 | Chehaw (n. o.) and Tuskegee. | Tuskegee R. R. | 5.86 | 42.75 | 250.51 | 12 | | | | | Agreement to June 30, 1896. |
| 124020 | Alabama Great Southern depot in Attalla and Gadsden. | Gadsden and Attalla Union Rwy. | 0.00 | | 256.50 | 6 | | | | | |
| 124021 | Eufaula and Osark | Central R. R. and Banking Co. of Georgia. | 60.00 | 47.82 | 2,972.80 | 7 | | | | | Agreement. |
| 124022 | Selma and Martins Station | Birmingham, Selma and New Orleans Rwy. | 21.08 | 42.75 | 901.17 | 6 | | | | | |
| 124023 | Louvale, Ga., and Mont- gomery, Ala. | Savannah, Americus and Montgomery Rwy. | 94.81 | | 2,850.00 | 6 | | | | | Agreement. |
| 124024 | Elmore and Wetumpka | South and North Alabama R. R. | 6.93 | 42.75 | 296.25 | 13 | | | | | |
| 124025 | Tuscumbia and Florence | Memphis and Charleston R. R. | 6.73 | 55.53 | 374.05 | 14 | | | | | Agreement. |
| 124026 | Flomaton and Repton | Louisville and Nashville R. R. | 30.18 | 42.75 | 1,280.19 | 3 | | | | | |
| 124027 | Sprague and Luverne | Alabama Midland Ry. | 32.88 | 43.61 | 1,433.80 | 6 | | | | | Agreement. |
| 124028 | Troy and Seairight | Central R. R. and Banking Co. of Georgia. | 37.61 | 54.72 | 2,058.01 | 6 | | | | | |
| 124029 | Sylacauga and Calera | Louisville and Nashville R. R. | 33.66 | 53.87 | 1,813.26 | 7 | | | | | Agreement. |
| 124030 | Talladega and Pell City | Birmingham and Atlantic R. R. | 23.13 | 54.72 | 1,265.67 | 12 | | | | | |
| 124031 | Troy a Switch (n. o.) and Rutledge. | Rutledge and Julian R. R. | 3.39 | | 144.92 | 6 | | | | | 14.00 miles, Marion Junction (n. o.) to Selma, lap service over route 124009 at \$24.79 per mile. |
| 124032 | Elora, Tenn., and Hunts- ville, Ala. | Nashville, Chattanooga and St. Louis Rwy. | 27.48 | 42.75 | 1,174.77 | 0 | | | | | |
| 124033 | Rome and Attalla | East Tennessee, Virginia and Georgia Rwy. | 61.07 | 48.74 | 3,122.77 | 6 | | | | | |
| 124034 | Mobile and Selma | Mobile and Birmingham Rwy. | 163.60 | 66.69 | 10,286.17 | 7 | | | | | |

[illegible]

REPORT OF THE POSTMASTER-GENERAL.

| Num. ber of route. | State and termini. | Title of company. | Length of route. | Pay | Miles. | Aver- age num- ber of trips per week. | Au- thor- ized mile- age. rail- way post- office cars. | Pay | Lines of railway post-office cars authorized. | Remarks. | |
|--------------------------|--|---|------------------------|---|------------|--|---|-----------|---|-------------------|--|
| | | | | per mile for trans- porta- tion. | | | | Dollars. | | | per mile for rail- way post- office cars. | Dollars. |
| MISSISSIPPI—continued. | | | | | | | | | | | |
| 126023 | Durant and Tchula | Illinois Central R. R. | 26.64 | 42.75 | 1,138.86 | 6 | | | | | |
| 126024 | Aunoy and Aberdeen | Kansas City, Memphis and Birmingham R. R. | 14.03 | 43.61 | 611.84 | 14 | | | | | |
| 126025 | Lamont and Coahoma | Yazoo and Mississippi Val- ley R. R. | 75.51 | 71.82 | 5,423.12 | 11.67 | | | | | |
| | | | 3,153.46 | | 401,464.75 | | | 33,989.65 | | | |
| TENNESSEE. | | | | | | | | | | | |
| 127001 | Nashville and Lebanon | Nashville, Chattanooga and St. Louis Rwy. | 31.62 | 103.46 | 3,271.40 | 12 | | | | | |
| 127002 | Bristol and Chattanooga | East Tennessee, Virginia and Georgia Rwy. | 242.41 | 222.30 | 53,887.74 | 32 | 242.10 | 50.00 | 12,105.00 | 2 lines, 40 feet. | |
| 127003 | Rogersville and Bulls Gap | do | 16.24 | 50.45 | 819.30 | 6 | | | | | |
| 127004 | Nashville and Chattanooga | Nashville, Chattanooga and St. Louis Rwy. | 151.10 | 231.37 | 37,982.00 | 21 | 151.10 | 50.00 | 7,555.00 | 2 lines, 40 feet. | |
| 127005 | Fayetteville and Decherd | do | 39.14 | 69.26 | 2,710.83 | 12 | | | | | |
| 127006 | Nashville, Tenn., and Deca- tur, Ala. | Louisville and Nashville R. R. | 122.03 | 221.45 | 27,023.54 | 17 | 121.80 | 25.00 | 3,045.00 | 1 line, 40 feet. | |
| 127007 | Nashville, Tenn., and Hick- man, Ky. | Nashville, Chattanooga and St. Louis Rwy. | 109.01 | 148.77 | 25,143.61 | 15 | | | | | |
| 127008 | Knoxville and Jellico | East Tennessee, Virginia and Georgia Rwy. | 65.47 | 128.25 | 8,396.52 | 11 | | | | | |
| 127009 | Morristown, Tenn., and Kinzel (n. o.), N. C. | do | 43.80 | 101.75 | 4,450.65 | 7 | | | | | |
| 127010 | Tracy City and Cowan | Nashville, Chattanooga and St. Louis Rwy. | 29.02 | 45.32 | 907.30 | 13 | | | | | |
| 127011 | Ooltewah, Tenn., and Co- hutta, Ga. | East Tennessee, Virginia and Georgia Rwy. | 11.56 | 140.22 | 1,020.94 | 21 | | | | | |
| 127012 | Dunlap, Tenn., and Bridge- port, Ala. | Nashville, Chattanooga and St. Louis Rwy. | 38.00 | 43.61 | 1,657.18 | 7.38 | | | | | |
| 127013 | Tullahoma and Bon Air | do | 62.73 | 70.11 | 4,888.76 | 11 | | | | | |
| 127014 | Knoxville and Maryville | Knoxville and Augusta R. R. | 16.75 | 47.88 | 801.90 | 6 | | | | | |

| | Columbia and Fayetteville.. | Nashville, Chattanooga and St. Louis Rwy. | 48.50 | 40.50 | 2,405.11 | 7.35 | |
|--------|---|--|--------|--------|-----------|------|------------|
| 127015 | Dickson and Etua..... | do | | | | | |
| 127016 | Columbia, Tenn., and Sheffield, Ala. | Nashville, Florence and Sheffield R.R. | 43.81 | 46.17 | 2,022.71 | 6 | |
| 127017 | Johnson City, Tenn., and Cranberry N. C. | East Tennessee and Western North Carolina R.R. | 86.28 | 68.40 | 5,901.55 | 6 | |
| 127018 | Moscow and Sonerville.... | Memphis and Charleston R.R. | 34.12 | 49.50 | 1,002.01 | 12 | |
| 127019 | Wartrace and Shelbyville... | Nashville, Chattanooga and St. Louis Rwy. | 13.36 | 42.75 | 566.87 | 12 | |
| 127020 | Morristown and Corytown... | Morristown and Cumberland Gap R.R. | 8.36 | 64.98 | 543.23 | 12 | |
| 127021 | Keathley and Clinton..... | East Tennessee, Virginia and Georgia Rwy. | 39.85 | 42.75 | 1,095.03 | 6 | |
| 127022 | Hollow Rock and Lexington. | Paducah, Tennessee and Alabama R.R. | 30.50 | 123.12 | 3,755.16 | 14 | |
| 127023 | Clarksville, Tenn., and Gracy, Ky. | Louisville and Nashville R.R. | 31.73 | 73.53 | 2,333.10 | 6 | |
| 127024 | Inman and Victoria..... | Nashville, Chattanooga and St. Louis Rwy. | 35.23 | 42.75 | 1,506.08 | 6 | |
| 127025 | Gallatin, Tenn., and Scottsvile, Ky. | Chesapeake and Nashville Rwy. | 5.22 | 42.75 | 223.15 | 6 | |
| 127026 | Memphis and Perryville... Nashville and West Nashville. | Tennessee Midland Rwy. Richmond Rwy. | 35.93 | 42.75 | 1,536.00 | 6 | |
| 127027 | Lebanon and Carthage..... | Nashville and Knoxville R.R. | 135.50 | 74.39 | 10,079.84 | 7 | Agreement. |
| 127028 | Knoxville, Tenn., and Middleboro, Ky. | Knoxville, Cumberland Gap and Louisville R.R. | 6.06 | | 250.06 | | |
| 127031 | Bridges (n.o.) and Cookeville. | Nashville and Knoxville R.R. | 37.50 | 64.13 | 2,404.87 | 6 | |
| 127032 | Johnson City and Erwin.... | Charleston, Cincinnati and Chicago R.R. | 68.80 | 58.14 | 4,000.03 | 6 | |
| 127033 | Etna and Mannie | Southern Iron Co. | 31.36 | 46.17 | 1,447.89 | 6 | |
| 127034 | Knoxville, Tenn., and Blue Ridge, Ga. | Marioneta and North Georgia Rwy. | 17.07 | 42.75 | 755.30 | 6 | |
| 127035 | Pikeville and Dunlap | Nashville, Chattanooga and St. Louis Rwy. | 21.32 | | 600.00 | 6 | Agreement. |
| 127036 | Erwin and Unaka Springs.. | Charleston, Cincinnati and Chicago R.R. | 122.02 | 50.45 | 9,155.90 | 7 | Agreement. |
| 127037 | Johnson City and Embreeville. | East Tennessee, Virginia and Georgia Rwy. | 29.56 | | 625.00 | 6 | Agreement. |
| 127038 | Rogans and Hartsville..... | Middle and East Tennessee Central Rwy. | 4.11 | 42.75 | 175.70 | 6 | |
| 127039 | Athens and Tallico Plains.. | Nashville, Tellico and Charleston Rwy. | 12.52 | 42.75 | 535.23 | 6 | |
| 127040 | Knoxville and Fountain City. | Fountain Head R.R. | 14.00 | | 300.00 | | Agreement. |
| 127041 | Hematite (n.o.) and Pond R.R. | Louisville and Nashville R.R. | 23.90 | 42.75 | 1,021.72 | 8.66 | |
| | | | 5.07 | | 242.35 | 6 | Agreement. |
| | | | 30.73 | | 1,313.70 | 6 | Agreement. |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|---|--|---|---|---|------------|
| TENNESSEE—continued. | | | | | | | | | | | |
| 127042 | Vanleer and Cumberland Furnace. | Louisville and Nashville R. R. | Miles. 6.03 | Dollars. | Dollars. 257.78 | 6 | ..... | ..... | ..... | ..... | Agreement. |
| 127043 | Cookeville and Monterey | Nashville and Knoxville R. R. | 19.00 | ..... | 812.25 | 6 | ..... | ..... | ..... | ..... | Agreement. |
| | | | 2,026.22 | | 228,734.51 | | | | 22,705.00 | | |
| KENTUCKY. | | | | | | | | | | | |
| 129001 | Elkton and Guthrie | Louisville and Nashville R. R. | 11.97 | 44.46 | 532.18 | 12 | ..... | ..... | ..... | ..... |  |
| 129002 | Cincinnati, Ohio, and Lex- ington, Ky. | do | 90.10 | 134.24 | 13,303.18 | 20.41 | ..... | ..... | ..... | ..... |  |
| 129003 | LaGrange and Lexington | do | 67.21 | 128.25 | 8,619.68 | 19 | ..... | ..... | ..... | ..... |  |
| 129004 | Cincinnati, Ohio, and Louis- ville, Ky. | do | 110.10 | 436.05 | 48,099.10 | 32.96 | 109.00 | 80.00 | 8,720.00 | 2 lines 50 feet. | |
| 129005 | Louisville, Ky., and Nash- ville, Tenn. | do | 186.14 | 385.61 | 71,777.44 | 23.15 | 186.14 | 80.00 | 14,891.20 | 2 lines 50 feet. | |
| 129006 | Bardstown Junction (n. o.) and Springfield. | do | 37.62 | 66.69 | 2,508.87 | 12 | ..... | ..... | ..... | ..... |  |
| 129007 | Lebanon Junction (n. o.) and Jellico. | do | 171.54 | 153.90 | 26,400.00 | 14 | ..... | ..... | ..... | ..... |  |
| 129008 | Bowling Green, Ky., and Memphis, Tenn. | do | 263.22 | 237.69 | 62,664.76 | 10.15 | 262.76 | 55.00 | 14,451.80 | 1 line 45 feet; 1 line 40 feet. | |
| 129009 | Louisville, Ky., and Mem- phis, Tenn. | Cheapeake, Ohio and Southwestern R. R. | 392.68 | 143.64 | 56,404.55 | 17.44 | ..... | ..... | ..... | ..... |  |
| 129010 | Filzabothtown and Ceolian R. R. | Louisville and Nashville R. R. | 6.40 | 42.75 | 273.60 | 12 | ..... | ..... | ..... | ..... |  |
| 129011 | Glasgow Junction and Glas- gow. | do | 11.14 | 63.27 | 704.83 | 13 | ..... | ..... | ..... | ..... |  |
| 129012 | Anchorage and Shelbyville. | do | 19.95 | 61.56 | 1,228.12 | 12 | ..... | ..... | ..... | ..... |  |
| 129013 | Webville and Greenup | Eastern Kentucky Rwy. | 36.86 | 47.03 | 1,753.53 | 8.63 | ..... | ..... | ..... | ..... |  |
| 129014 | Owensboro and Adairville. | Owensboro and Nashville Rwy. | 85.83 | 70.97 | 6,091.35 | 9.34 | ..... | ..... | ..... | ..... |  |
| 129015 | Mayville and Paris | Louisville and Nashville R. R. | 50.17 | 74.39 | 3,732.14 | 12 | ..... | ..... | ..... | ..... |  |
| 129016 | Lexington and Ashland | Cheapeake and Ohio Rwy. | 124.10 | 115.43 | 14,924.86 | 18.06 | ..... | ..... | ..... | ..... |  |

| | Cincinnati Junction (n.o.) (n.o.) | Cincinnati and L. and N. Junction | Louisville and Nashville R. R. | 4.50 | 442.89 | 1,903.00 | 27 | 4.50 | 80.00 | 360.00 | 2 lines 50 feet. |
|--------|--|---|---|--------|--------|------------|-------|--------|-------|-----------|------------------|
| 129017 | Richmond and Livingston Junction | do..... | Corvino, Flemingsburg and Ashland Rwy. | 37.04 | 70.97 | 2,623.72 | 6 | | | | |
| 129018 | Johnson Junction and Hills- boro. | Cincinnati, New Orleans and Texas Pacific Rwy. East Tennessee, Virginia and Georgia Rwy. | do..... | 16.90 | 42.75 | 722.47 | 10.81 | | | | |
| 129019 | Harrodsburg and Burgin | do..... | do..... | 338.70 | 319.77 | 108,306.09 | 23.69 | 338.70 | 80.00 | 27,096.00 | 2 lines 50 feet. |
| 129020 | Mount Sterling and Roth- well. | Louisville and Prospect well. | Kentucky and South Atlan- tic R. R. | 5.80 | 78.60 | 456.22 | 22.50 | | | | |
| 129021 | Louisville and Prospect | do..... | do..... | 19.93 | 42.75 | 852.00 | 12 | | | | |
| 129022 | Lebanon and Greensburg | do..... | do..... | 11.24 | 42.75 | 480.51 | 9 | | | | |
| 129023 | Huntington, W. Va., and Cincinnati, Ohio. | Maysville and Big Sandy R. R. | do..... | 31.60 | 58.14 | 1,840.71 | 6 | | | | |
| 129024 | Shelbyville and Bloomfield | do..... | do..... | 161.83 | 238.55 | 38,604.54 | 22.73 | 161.40 | 50.00 | 8,070.00 | 2 lines 40 feet. |
| 129025 | Ashland and Peach Orchard | Cincinnati and Kentucky Southern R. R. | Louisville and Nashville R. R. | 27.96 | 52.16 | 1,458.39 | 12 | | | | |
| 129026 | Knoxville and Yosemite | Chesapeake and Ohio Rwy. Cincinnati and Kentucky Southern R. R. | do..... | 52.93 | 74.39 | 3,937.45 | 11.55 | | | | |
| 129027 | Georgetown and Versailles | do..... | do..... | 13.00 | 42.75 | 555.75 | 6 | | | | |
| 129028 | Rowland and Richmond | do..... | do..... | 17.82 | 42.75 | 761.80 | 12 | | | | |
| 129029 | Madisonville and Providence | do..... | do..... | 33.55 | 63.27 | 2,122.70 | 6 | | | | |
| 129030 | Parris and Jackson | do..... | do..... | 16.65 | 42.75 | 711.78 | 6 | | | | |
| 129031 | Dodge and Jackson | do..... | do..... | 39.84 | 94.91 | 3,781.21 | 12.41 | | | | |
| 129032 | Evansville, Ind., and Prince- ton, Ky. | do..... | do..... | 68.98 | 59.85 | 4,008.75 | 6 | | | | |
| 129033 | Morganfield and Uniontown | do..... | do..... | 100.70 | 88.92 | 8,950.57 | 13 | | | | |
| 129034 | Gladys Junction and Man- moth Cave. | do..... | do..... | 7.30 | 42.75 | 814.64 | 12.50 | | | | |
| 129035 | Corbin, Ky., and Cumber- land Gap, Tenn. | do..... | do..... | 8.70 | 42.75 | 371.92 | 7 | | | | |
| 129036 | Elfrabettown and Hodgson- ville. | do..... | do..... | 47.60 | 81.23 | 3,871.42 | 14 | | | | |
| 129037 | Louisville and Lexington | Chesapeake, Ohio and South- western R. R. | do..... | 11.63 | 42.75 | 497.18 | 12 | | | | |
| 129038 | Louisville and Henderson | do..... | do..... | 87.30 | 82.08 | 7,165.58 | 13.50 | | | | |
| 129039 | Frankfort and Paris | do..... | do..... | 142.06 | 96.62 | 12,089.70 | 13 | | | | |
| 129040 | Owensboro and Fordville | do..... | do..... | 41.06 | 42.75 | 1,780.06 | 12 | | | | |
| 129041 | Lawrenceburg and Harrods- burg. | do..... | do..... | 28.14 | 42.75 | 1,117.48 | 6 | | | | |
| 129042 | Irvington and Fordville | do..... | do..... | 21.31 | 71.82 | 1,530.48 | 13 | | | | |
| 129043 | | do..... | do..... | 41.30 | 42.75 | 1,765.57 | 6 | | | | |
| 129044 | | do..... | do..... | | | | | | | | |

20.80 miles, Louisville
to West Point, lap
service over route
129009, at \$17.96 per
mile.

0.80 miles, Louisville
to West Point, lap
service over route
129009, at \$17.96 per
mile.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Auto- rized mil- age, rail- way post- office cars. | Pay per mil- le rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|---|------------------------|---|---|--|--|--|---|---|--------------------------------------|
| KENTUCKY—continued. | | | | | | | | | | | |
| 129015 | Lexington and Dodge | Kentucky Union Rwy | Miles 27.83 | Dollars 65.84 | Dollars 1,588.91 | 6 | | Dollars. | | | |
| 129046 | Dempster Junction (n. o.) and Falls of Rough. | Louisville, St. Louis and Texas Rwy. | 4.85 | 42.75 | 207.33 | 6 | | | | | |
| 129017 | Paducah, Ky., and Hollow Rock, Tenn. | Paducah, Tennessee and Alabama R. R. | 80.90 | 64.98 | 5,847.55 | 12.12 | | | | | |
| 129048 | Versailles and Irvine. | Richmond, Nicholasville, Irvine and Beattyville R. R. | 61.37 | 51.30 | 3,148.28 | 6 | | | | | |
| 129049 | Princeton and Gracey. | Ohio Valley Rwy | 22.32 | 42.75 | 954.17 | 6 | | | | | |
| 129050 | Gracey and Hopkinsville. | do | 10.14 | 42.75 | 433.48 | 6 | | | | | |
| 129051 | Garrison and Goblet | Chesapeake and Ohio Rwy | 20.15 | | 861.41 | 6 | | | | | Agreement. Do. |
| 129052 | Horae Branch and Fortis- ville. | Owensboro Falls of Rough and Green River R. R. | 16.41 | | 328.00 | 6 | | | | | |
| 129053 | Cincinnati, Ohio, and Mil- dale, Ky. | Cincinnati, Newport and Covington Rwy. | 6.08 | | | 6 | | | | | Pay not fixed. Elec- tric. Do. |
| 129054 | Cincinnati, Ohio, and Fort Thomas, Ky. | do | 7.07 | | | 6 | | | | | Do. |
| 129055 | Cincinnati, Ohio, and Day- ton, Ky. | do | 3.17 | | | 6 | | | | | |
| | | | 3,375.72 | | 544,513.90 | | | | 73,589.00 | | |
| OHIO. | | | | | | | | | | | |
| 131001 | Bellaire and Columbus. | Baltimore and Ohio R. R. | 136.76 | 375.76 | 44,550.93 | 23.94 | | | | 3 lines 60 feet; 1 line 50 feet. | |
| 131002 | Pittsburg, Pa., and Chicago, Ill. | Pennsylvania Co | 468.20 | 583.07 | 273,414.75 | 27.24 | 468.20 | 190.00 | 88,953.00 | | |
| 131003 | Pittsburg, Pa., and Bellaire, Ohio. | do | 94.79 | 193.23 | 18,316.27 | 25.93 | | | | | |
| 131004 | Hudson and Columbus. | Cleveland, Akron and Co- lumbus Rwy. | 144.63 | 115.43 | 16,604.64 | 22.41 | | | | | |
| 131005 | Cleveland, Ohio, and Pyma- tuning (n. o.), Pa. | New York, Lake Erie and Western R. R. | 89.20 | 201.35 | 18,228.02 | 34.50 | | | | | |
| 131006 | Cleveland and Wellsville. | Pennsylvania Co | 101.55 | 266.76 | 27,036.12 | 27.46 | | | | | |
| 131007 | Elyria and Millbury. | Lake Shore and Michigan Southern Rwy. | 74.90 | 960.17 | 71,916.73 | 34.50 | 74.20 | 350.00 | 14,550.00 | 5 lines 60 feet | |

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.*

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Auto- miles per mile for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|--|------------------------|--|---|--|--|---|---|---|--|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| OHIO—continued. | | | | | | | | | | | |
| 131032 | Pittsburg, Pa., and Colum- bus, Ohio. | Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. | 190.90 | 1,267.97 | 242,055.47 | 43.34 | 190.90 | 90.00 | 74,451.00 | 7 lines 60 feet, 1 line 50 feet. | |
| 131033 | Columbus and Springfield... | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. | 45.00 | 430.92 | 19,391.40 | 42.50 | 45.00 | 80.00 | 3,600.00 | 2 lines 50 feet... | |
| 131034 | Salamanca, N. Y., and Day- ton, Ohio. | New York, Lake Erie and Western R. R. | 380.00 | 150.48 | 58,536.72 | 23.85 | | | | | |
| 131035 | Sharpsburg Junction (n. o.), and Amesville. | Toledo and Ohio Central Extension R. R. | 1.88 | 44.46 | 83.58 | 6.00 | | | | | |
| 131036 | Columbus and Athens | Columbus, Hocking Valley and Toledo Rwy. | 76.58 | 119.70 | 9,166.62 | 15.67 | | | | | |
| 131037 | Niles and New Lisbon | New York, Lake Erie and Toledo Rwy. | 33.97 | 67.55 | 2,294.67 | 12.00 | | | | | |
| 131038 | Newark and Shawnee | Western R. R. | 44.02 | 52.16 | 2,296.08 | 12 | | | | | |
| 131039 | Delphos and Dayton | Cincinnati, Dayton and Chi- cago R. R. | 95.29 | 67.55 | 6,490.70 | 0 | | | | | |
| 131040 | Marietta and Valley Junc- tion (n. o.). | Cleveland and Marietta Rwy. | 105.11 | 81.23 | 8,538.08 | 11.64 | | | | | |
| 131041 | Lorain and Bridgeport | Cleveland, Lorain and Wheeling R. R. | 157.35 | 101.75 | 16,010.30 | 10.01 | | | | | |
| | Cleveland and Gallon | | 79.80 | | | | 79.80 | 130.00 | | 2 lines 50 feet, 2 lines 40 feet. | |
| 131042 | Gallon and Delaware. | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. | 34.10 | 371.93 | 90,061.44 | 30.55 | 34.10 | 80.00 | 19,358.00 | 2 lines 50 feet... | |
| 131043 | Springfield and Cincinnati | | 50.10 | | | | 50.10 | | | No R. P. O. cars | |
| 131044 | Mansfield and Toledo | Pennsylvania Co | 78.20 | | | | 78.20 | 80.00 | | 2 lines 50 feet... | |
| 131044 | Ashtabula and Mahoning town. |do. | 78.40 | 117.99 | 10,099.94 | 18 | | | | | |
| 131045 | Toledo, Ohio, and Elkhart, Ind. | Lake Shore and Michigan Southern Rwy. | 133.09 | 757.53 | 101,198.43 | 34.90 | 133.30 | 250.00 | 83,325.00 | 5 lines 60 feet... | |
| 131046 | Falmesville and Youngstown. | Pittsburg and Western Rwy. | 61.80 | 66.69 | 3,476.34 | 6 | | | | | 15.09 miles, Warren to Youngstown, lap service over route 131076, at \$23.94 per mile. |

| 131047 | Chicago, Ohio, and Chicago, Ill. | Baltimore and Ohio R. R. | 278.83 | 347.13 | 96,790.25 | 30 | 278.65 | 50.00 | 13,832.50 | 1 line 60 feet. |
|--------|---|---|--------|--------|-----------|-------|--------|-------|-----------|-----------------|
| 131048 | Low City and Cumberland | Eastern Ohio R. R. | 19.36 | 42.75 | 827.63 | 0 | | | | |
| 131049 | Marietta, Ohio, and Parkersburg, W. Va. | Baltimore and Ohio Southern Rwy. | 14.17 | 98.33 | 1,363.33 | 21 | | | | |
| 131050 | Deahler and Findlay | Columbus, Findlay and Northern Rwy. | 18.11 | 60.71 | 1,099.45 | 20.61 | | | | |
| 131051 | Columbus, Ohio, and Kenova, W. Va. | Norfolk and Western R. R. | 139.53 | 142.79 | 10,923.48 | 20 | | | | |
| 131052 | Cincinnati and Portsmouth | Cincinnati, Portsmouth and Virginia R. R. | 106.64 | 87.21 | 9,317.51 | 10.19 | | | | |
| 131053 | Columbus and Toledo | Columbus, Hocking Valley and Toledo Rwy. | 123.70 | 112.86 | 13,960.78 | 22.39 | | | | |
| 131054 | Dayton and Ironton | Cincinnati, Dayton and Ironton R. R. | 168.86 | 57.29 | 9,673.98 | 8.98 | | | | |
| 131055 | Toledo and Thurston | Toledo and Ohio Central Rwy. | 148.12 | 76.95 | 11,397.83 | 8.94 | | | | |
| 131056 | St. Clairsville and Steel | Baltimore and Ohio R. R. | 6.03 | 44.46 | 308.10 | 12 | | | | |
| 131057 | Springfield, Ohio, and Indianapolis, Ind. | Cleveland, Cincinnati, Chicago and St. Louis Rwy. | 140.76 | 188.96 | 26,598.00 | 13 | | | | |
| 131058 | Wellston and Springfield | Ohio Southern R. R. | 118.12 | 64.13 | 7,575.03 | 9.09 | | | | |
| 131059 | College Hill Junction (n. o.) and Mount Healthy | Cincinnati Northwestern Rwy. | 7.07 | 42.75 | 302.24 | 13.63 | | | | |
| 131060 | Columbia and Georgetown | Cincinnati, Georgetown and Portsmouth R. R. | 42.35 | 93.20 | 3,947.02 | 12.50 | | | | |
| 131061 | Toledo, Ohio, and East St. Louis, Ill. | Toledo, St. Louis and Kansas City R. R. | 452.37 | 105.17 | 47,575.75 | 7.10 | | | | |
| 131062 | Andover and Youngstown | Lake Shore and Michigan Southern Rwy. | 39.14 | 97.47 | 3,814.97 | 19 | | | | |
| 131063 | Bellaire and Zanesville | Bellaire, Newell and Cincinnati Rwy. | 112.46 | 67.55 | 7,598.67 | 8.25 | | | | |
| 131064 | Stewart's Junction (n. o.) and Sharpsburg | Toledo and Ohio Central Extension R. R. | 8.90 | 42.75 | 389.47 | 0 | | | | |
| 131065 | Lodi and Wooster | Baltimore and Ohio R. R. | 10.04 | 42.75 | 813.96 | 6 | | | | |
| 131066 | Hillsboro and Sardinia | Cincinnati, Portsmouth and Virginia R. R. | 19.52 | 42.75 | 834.48 | 6 | | | | |
| 131067 | Bergholz and Phalanx Station | Lake Erie, Alliance and Southern Rwy. | 62.04 | 58.14 | 3,607.00 | 8.47 | | | | |
| 131068 | Columbus and Corning | Toledo and Ohio Central Rwy. | 65.20 | 108.59 | 7,080.06 | 14.93 | | | | |
| 131069 | Columbus and Zanesville | Columbus, Shawnee and Hocking Rwy. | 67.56 | 75.24 | 3,771.64 | 13.60 | | | | |
| 131070 | Tontogany and North Baltimore, more. | Bowling Green R. R. | 21.36 | 42.75 | 913.14 | 14.55 | | | | |

23.90 miles, Alum Creek Junction (n. o.) to Thurston, lap service over 131068, at \$23.94 per mile; 2.36 miles, South Zanesville to Zanesville, lap service over 131069, at \$32.49 per mile.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay | Annual | Aver- age num- ber of trips per week. | Au- thor- ized mil- age, rail- way post- office cars. | Pay | Annual | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|--|------------------------|--|---|---|--|--------------------|--------------------|---|----------|
| | | | | per mile trans- porta- tion. | rate of pay for trans- portation. | | | Dolla. Dollars. | Dolla. Dollars. | | |
| OHIO—continued. | | | | | | | | | | | |
| 131071 | Valley Junction (n. o.), and Harrison. | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. | 7.52 | 85.50 | 677.16 | 12 | | | | | |
| 131072 | Edison and Mount Gilead. | do. | 2.37 | 47.03 | 111.46 | 21 | | | | | |
| 131073 | Cleveland and Zoar Station. | Valley Rwy. | 76.52 | 98.33 | 7,524.21 | 19.64 | | | | | |
| 131074 | Logan and Pomeroy. | Columbus, Hocking Valley and Toledo Rwy. | 83.69 | 102.60 | 8,566.59 | 12 | | | | | |
| 131075 | Addison, Mich., and Frank- lin, Ohio. | Cincinnati, Jackson and Mackinaw Rwy. | 187.68 | 76.95 | 14,441.97 | 9 | | | | | |
| 131076 | Akron and New Castle Junc- tion (n. o.). | Pittsburg and Western Rwy. | 78.40 | 70.97 | 5,564.04 | 6 | 78.40 | 50.00 | 3,920.00 | 1 line 60 feet | |
| 131077 | Nelsonville and New Straits- ville. | Columbus, Hocking Valley and Toledo Rwy. | 19.80 | 59.85 | 1,185.03 | 12 | | | | | |
| 131078 | Cincinnati and Lebanon. | Cincinnati, Lebanon and Northern Rwy. | 31.21 | 68.40 | 2,134.76 | 15.92 | | | | | |
| 131079 | Glenwillow and Chagrin Falls. | Cleveland, Canton and Southern R. R. | 8.44 | 45.32 | 382.49 | 18 | | | | | |
| 131080 | Toledo and Steubenville. | Wheeling and Lake Erie Rwy. | 225.72 | 68.40 | 15,439.24 | 8.60 | | | | | |
| 131081 | Delphos and Carey. | Pittsburg, Akron and West- ern R. R. | 56.39 | 64.13 | 3,616.29 | 6 | | | | | |
| 131082 | St. Mary and Minster. | Lake Erie and Western R. R. | 10.78 | 43.61 | 470.11 | 6 | | | | | |
| 131083 | Means and Cadiz. | Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. | 8.11 | 81.23 | 658.77 | 21 | | | | | |
| 131084 | Logan and New Straite- ville. | Columbus, Hocking Valley and Toledo Rwy. | 13.21 | 67.55 | 892.33 | 12 | | | | | |
| 131085 | Fultonham and Redfield. | Columbus, Shawnee and Hocking Rwy. | 7.05 | 56.43 | 397.83 | 12 | | | | | |
| 131086 | Alliance and Niles. | Pennsylvania Co. | 27.69 | 50.45 | 1,396.96 | 9.50 | | | | | |
| 131087 | Vacant. | | | | | | | | | | |
| 131088 | Corning and Gallipolis. | Kanawha and Michigan Rwy. | 73.27 | 88.07 | 6,452.85 | 9.91 | | | | | |
| 131089 | Cleveland, Ohio, and Chi- cago, Ill. | New York, Chicago and St. Louis R. R. | 340.39 | 83.70 | 28,521.27 | 0.26 | | | | | |
| 131090 | Marion, Ohio, and Chicago, Ill. | Chicago and Erie R. R. | 269.20 | 100.29 | 27,156.58 | 10.93 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Auth- orized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|--|------------------------|--|---|---|---|---|---|---|------------|
| | OHIO—continued. | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| 131117 | Warrenton and Martins Ferry. | Wheeling and Lake Erie Rwy. | 7.62 | 42.75 | 325.76 | 13.02 | | | | | |
| 131118 | Ottawa and Haviland | Findlay, Fort Wayne and Western R. R. | 28.31 | 42.75 | 1,210.25 | 0 | | | | | |
| 131119 | Cincinnati and Carthage. | Cincinnati Inclined Plane Rwy. | 7.84 | 53.87 | 422.34 | 0 | | | | | |
| 131120 | Sandusky and Norwalk | Sandusky, Milan and Nor- walk Electric Rwy. | 17.27 | | 738.29 | 0 | | | | | Electric. |
| 131121 | Sandusky and Columbus. | Sandusky and Columbus Short Line Rwy. | 110.30 | | 3,300.00 | 0 | | | | | Agreement. |
| 131122 | Kenton and Columbus | Toledo and Ohio Central Rwy. | 60.78 | | 1,220.00 | 0 | | | | | Electric. |
| 131123 | Lima and Lima Junction (n. o.) | Ohio Southern R. R. | 68.95 | | 2,300.00 | 0 | | | | | Do. |
| 131124 | Haviland, Ohio, and Bald- win, Ind. | Findlay, Fort Wayne and Western R. R. | 11.42 | | 488.20 | 0 | | | | | Do. |
| | | | 11,016.14 | | 3,150,802.27 | | | | 595,510.05 | | Do. |
| | INDIANA. | | | | | | | | | | |
| 133001 | Indianapolis and Vincennes. | Pennsylvania Co. | 118.27 | 96.62 | 11,427.24 | 12 | | | | 5 lines 60 feet; | |
| 133002 | Indianapolis and Terre Haute. | Terre Haute and Indiana-po- lis R. R. | 73.54 | 1,016.31 | 74,886.51 | 40 | 73.00 | 290.00 | 21,170.00 | 1 line 50 feet; | |
| 133003 | Indianapolis, Ind., and Cin- cinnati, Ohio. | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. | 111.49 | 484.79 | 54,049.23 | 34.41 | 110.80 | 115.00 | 12,752.35 | 1 line 60 feet; 1 line 50 feet; 1 line 40 feet. | |
| 133004 | Indianapolis and Michigan City. | Lake Erie and Western R. R. | 161.90 | 105.17 | 17,027.02 | 21.48 | | | | | |
| 133005 | Indianapolis and Lafayette. | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. | 64.60 | 493.34 | 31,986.76 | 20 | 64.00 | 115.00 | 7,300.00 | 1 line 60 feet; 1 line 50 feet; 1 line 40 feet. | |
| 133006 | Columbus and Madison. | Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. | 45.50 | 87.21 | 3,968.05 | 12 | | | | | |

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of pas- senger trains per week. | An- thor- ized mil- age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|--|------------------------|--|---|--|---|--|---|--|--|
| ILLINOIS—continued. | | | | | | | | | | | |
| 135005 | Rock Island and East St. Louis. | Chicago, Burlington and Quincy R. R. Co. | 247.05 | Dollars. 162.45 | Dollars. 40,133.27 | 17.06 | Miles. 246.90 | Dollars. 25.00 | Dollars. 6,172.50 | 1 line 40 feet.... | |
| 135006 | St. Paul and Olney | Chicago and Ohio River R. Co. | 85.78 | 46.17 | 3,980.46 | 6 | | | | | |
| 135007 | Chicago, Ill., and Burling- ton, Iowa. | Chicago, Burlington and Quincy R. R. Co. | 205.84 | 1,254.20 | 258,183.05 | 49.28 | 162.44 43.40 | 300.00 250.00 | 59,582.00 | 6 lines 60 feet... 5 lines 60 feet... | Chicago to Galesburg, Galesburg, Ill., to Bur- lington, Iowa. |
| 135008 | Rushville and Yates City | do | 63.13 | 105.17 | 6,639.38 | 12 | | | | | |
| 135009 | Peoria and Rio | do | 65.78 | 140.22 | 9,223.67 | 20.84 | | | | | |
| 135010 | Galesburg and Quincy | do | 100.82 | 318.06 | 32,064.80 | 29.72 | 99.80 | 90.00 | 8,982.00 | 1 line 60 feet; 1 line 50 feet. | |
| 135011 | Burlington, Iowa, and Quin- cy, Ill. | do | 72.65 | 64.98 | 4,720.79 | 10.70 | | | | | |
| 135012 | Streator and Aurora | do | 60.58 | 105.17 | 6,371.19 | 12 | | | | | |
| 135013 | Mendota and Fulton | do | 60.01 | 70.11 | 4,627.95 | 12.67 | | | | | |
| 135014 | Sterling and Shabbona | do | 47.85 | 61.56 | 2,945.64 | 7.31 | | | | | |
| 135015 | Chicago, Ill., and Daven- port, Iowa. | Chicago, Rock Island and Pacific Rwy. Co. | 179.17 | 295.83 | 53,003.86 | 37.97 | 179.00 | 65.00 | 11,635.00 | 1 line 50 feet; 1 line 40 feet. | |
| 135016 | Indian and Peoria | do | 47.14 | 135.09 | 6,868.14 | 18 | | | | | |
| 135017 | Chicago and East St. Louis. | Chicago and Alton R. R. Co. | 280.70 | 309.61 | 98,879.45 | 28.30 | 280.70 | 100.00 | 28,070.00 | 2 lines 60 feet.... | Chicago to Kankakee. |
| 135018 | Bloomington and Reedhouse. | do | 110.40 | 130.56 | 13,309.82 | 22.26 | | | | | |
| 135019 | Washington and Dwight | do | 70.18 | 57.29 | 4,020.61 | 8.17 | 55.75 | 215.00 | | 2 lines 60 feet; 1 line 50 feet; 3 lines 40 feet. | Kankakee to Cen- tral. |
| 135020 | Chicago and Cairo | Illinois Central R. R. Co. | 366.73 | 284.02 | 96,560.03 | 31.68 | 196.43 | 100.00 | 37,280.25 | 1 line 60 feet; 2 lines 40 feet.... 1 line 60 feet.... | Kankakee to Cen- tral. Central to Cairo. All land grant. Dubuque, Iowa, to Freeport, Ill. Freeport to Mendota. Mendota to Centralia. All land grant. |
| 135021 | Dubuque, Iowa, and Centra- lia, Ill. | do | 344.33 | 147.74 | 50,871.31 | 15.72 | 63.49 211.90 | 25.00 25.00 | 13,076.20 | 1 line 50 feet; 2 lines 40 feet.... 1 line 40 feet.... 1 line 40 feet.... | |

| | | 6 | | | | | By agreement. |
|--|--|--------|--------|-----------|-------|--------|--|
| Joliet, Ill., and Lake Station, Ind. | Michigan Central R.R. Co. | 45.30 | 42.75 | 1,936.57 | | | |
| Decatur, and East St. Louis. | Wabash R.R. Co. | 110.20 | 283.01 | 31,187.71 | 32 | 110.20 | 90.00 9,918.00 1 line 60 feet; 1 line 50 feet. |
| Peoria, Ill., and Evansville, Ind. | Peoria, Decatur and Evan- sville Rwy. Co. | 250.56 | 81.23 | 20,332.08 | 12 | | |
| Hannibal, Mo., and Bugha, Ill. | Wabash R.R. Co. | 50.98 | 93.20 | 4,742.01 | 12 | | |
| Efingham, Ill., and Swiss City, Ind. | Indiana and Illinois South- ern R.R. Co. | 91.01 | 60.71 | 5,525.21 | 6 | | |
| Efner and Warsaw | Tokio, Peoria and Western Rwy. Co. | 228.13 | 118.65 | 27,113.25 | 15.50 | | |
| Beechwood and Mount City | Illinois Central R.R. Co. | 2.98 | 42.73 | 127.39 | 21 | | |
| Champaign and Havana | " " " | 101.63 | 64.98 | 6,603.91 | 6.90 | | |
| East St. Louis and El Dorado | St. Louis, Alton and Terre Haute R.R. Co. | 120.43 | 143.64 | 17,301.43 | 13.69 | | |
| Moline and Milan | Davenport and Rock Island Rwy. Co. | 8.05 | | 150.00 | 6 | | |
| East St. Louis, Ill., and Nashville, Tenn. | Louisville and Nashville R.R. Co. | 319.20 | 224.01 | 71,503.99 | 17.01 | 310.20 | 50.00 15,900.00 2 lines 40 feet. |
| Beardstown and Shawnee- town. | Baltimore and Ohio South- western Rwy. Co. | 220.20 | 64.98 | 14,893.41 | 12 | | |
| Springfield and Gilman | Illinois Central R.R. Co. | 111.67 | 73.53 | 8,211.09 | 13.22 | | |
| Chicago, Ill., and Milwan- kee, Wis. | Chicago, Milwaukee and St. Paul Rwy. Co. | 85.39 | 966.15 | 82,496.54 | 42.45 | 85.39 | 280.00 22,909.20 4 lines 60 feet; 2 lines 50 feet. |
| Aurora and Forreston | Chicago, Burlington and Quincy R.R. Co. | 81.50 | 137.66 | 11,219.29 | 15.06 | | |
| Vincennes, Ind., and St. Francisville, Ill. | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co. | 11.13 | 57.29 | 637.63 | 14 | | |
| Peoria and Jacksonville | Chicago, Peoria and St. Louis Rwy. Co. | 83.35 | 123.12 | 10,292.05 | 19 | | |
| Carbondale, Ill., and Cape Girardeau, Mo. | Chicago and Texas R.R. Co. | 58.33 | 59.00 | 3,441.47 | 13 | | |
| Peoria and Rock Island | Rock Island and Peoria Rwy. Co. | 90.01 | 98.33 | 8,939.18 | 12 | | |
| Quincy, Ill., and Hannibal, Mo. | Chicago, Burlington and Quincy R.R. Co. | 19.72 | 135.09 | 2,663.97 | 21.53 | | |
| Chicago and Danville | Chicago and Eastern Illinois R.R. Co. | 124.70 | 194.09 | 24,203.02 | 33.72 | | |
| Streator and Fairbury | Wabash R.R. Co. | 31.97 | 43.61 | 1,394.21 | 6 | | |
| Danville and Tuscola | Chicago and Eastern Illinois R.R. Co. | 51.28 | 57.29 | 2,937.83 | 8.84 | | |
| Marion and Harrison Sta. (D.C.). | St. Louis, Alton and Terre Haute R.R. Co. | 26.54 | 97.47 | 2,586.85 | 13 | | |
| Jacksonville and Drivers | Jacksonville, Louisville and St. Louis Rwy. Co. | 131.97 | 70.52 | 10,494.25 | 9.71 | | |
| Chester and Tamaroa | Wabash, Chester and West- ern R.R. Co. | 43.10 | 88.07 | 3,795.81 | 12 | | |
| Terre Haute, Ind., and Peo- ria, Ill. | Terre Haute and Indianap- olis R.R. Co. | 173.83 | 76.95 | 13,376.22 | 6.95 | | |
| Springfield and Havana | Chicago, Peoria and St. Louis Rwy. Co. | 46.96 | 60.71 | 2,850.94 | 8.83 | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per milo for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized mil- age, rail- way post- office cars. | Pay per milo for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|----------------------------|--|---|------------------------|---|---|--|--|--|---|---|----------|
| ILLINOIS—continued. | | | | | | | | | | | |
| 135050 | Danville and Cairo | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co. | Miles. 260.30 | Dollars. 86.36 | Dollars. 22,457.28 | 8 16 | | | | | |
| 135051 | Ancona and Pekin | Atchafson, Topeka and Santa Fe R. R. Co. | 58.42 | 79.52 | 4,645.53 | 13.01 | | | | | |
| 135052 | Cortland and Sycamore | Chicago and Northwestern Rwy. Co. | 5.02 | 42.75 | 214.60 | 6 | | | | | |
| 135053 | East St. Louis and Cairo | Mobile and Ohio R. R. Co. ... | 152.40 | 152.19 | 23,193.75 | 16.49 | | | | | |
| 135054 | Chicago and Lanark Junc- tion (n. o.). | Chicago, Milwaukee and St. Paul Rwy. Co. | 116.60 | 226.53 | 26,419.22 | 21.09 | 116.60 | 25.00 | 2,915.00 | 1 line, 40 feet. | |
| 135055 | Decatur, Ill., and Indianap- olis, Ind. | Indianapolis, Decatur and Western Rwy. Co., R. R. F. Peirce and E. A. Sands, trustees. | 153.79 | 107.71 | 10,567.79 | 13 | | | | | |
| 135056 | Geneva and Aurora | Chicago and Northwestern Rwy. Co. | 10.20 | 64.23 | 659.83 | 30 | | | | | |
| 135057 | Rockelle and Rockford | Chicago, Burlington and Quincy R. R. Co. | 27.69 | 76.10 | 2,107.20 | 17.84 | | | | | |
| 135058 | West Lebanon, Ind., and Le Roy, Ill. | Illinois Central R. R. Co. ... | 75.13 | 53.01 | 3,982.64 | 6 | | | | | |
| 135059 | Rock Island and Cable | Rock Island and Peoria Rwy. Co. | 27.04 | 42.75 | 1,155.96 | 6 | | | | | |
| 135060 | Barnett and Kampsville | Litchfield, Carrollton and Western R. R. Co. | 51.99 | 44.46 | 2,311.47 | 0 | | | | | |
| 135061 | Alton Junction (n. o.) and Chicago and Alton Junc- tion (n. o.). | Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co. | 4.16 | 53.00 | 245.44 | 26.50 | | | | | |
| 135062 | Kankakee and Bloomington | Illinois Central R. R. Co. ... | 85.48 | 53.16 | 4,458.83 | 6.97 | | | | | |
| 135063 | Shunaway and Effingham | Wabash R. R. Co. ... | 8.45 | 53.01 | 447.93 | 0 | | | | | |
| 135064 | Kempston and Kankakee Junction (n. o.). | Illinois Central R. R. Co. ... | 43.01 | 49.59 | 2,132.86 | 6 | | | | | |
| 135065 | Sidney and Champaign | Wabash R. R. Co. ... | 12.18 | 42.75 | 520.69 | 6 | | | | | |
| 135066 | Chicago and Alton | Ido. ... | 216.23 | 110.30 | 23,850.16 | 14.49 | | | | | |
| 135067 | Havana and Galesburg | Fulton County Narrow Gauge Rwy. Co. | 60.40 | 53.01 | 3,201.89 | 6 | | | | | |

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|--------|--|--|--------|--------|-----------|-------|--|--|--|
| 135068 | Peoria, Ill., and Oskaloosa, Iowa | Iowa Central Rwy Co. | 190.94 | 75.24 | 14,306.32 | 0.04 | | | |
| 135069 | Kankakee and Seneca..... | Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co., | 43.49 | 42.75 | 1,850.10 | 0 | | | |
| 135070 | Galva and Gladstone..... | Chicago, Burlington and Quincy R. R. Co. | 74.46 | 70.11 | 5,220.39 | 12 | | | |
| 135071 | Aurora and Turner..... | do | 12.96 | 42.75 | 154.04 | 9.08 | | | |
| 135072 | Elmwood and Buda..... | do | 44.28 | 74.39 | 3,293.98 | 8.54 | | | |
| 135073 | Oregon, Ill., and St. Paul, Minn | Chicago, Burlington and Northern R. R. Co. | 333.38 | 122.27 | 40,762.37 | 12 | | | |
| 135074 | Varna and Lacon..... | Chicago and Alton R. R. Co. | 10.89 | 42.75 | 461.70 | 12 | | | |
| 135075 | Mayville and Pittsfield..... | Wabash R. R. Co. | 0.73 | 58.14 | 391.28 | 26 | | | |
| 135076 | La Harpe, Ill., and Burlington, Iowa. | Toledo, Peoria and Western Rwy. Co. | 19.72 | 42.75 | 843.03 | 12 | | | |
| 135077 | White Heath and Decatur..... | Illinois Central R. R. Co. | 32.29 | 48.74 | 1,573.81 | 0 | | | |
| 135078 | McLeansboro and Shawnee..... | Louisville and Nashville R. R. Co. | 41.06 | 42.75 | 1,755.31 | 6 | | | |
| 135079 | Fall Creek, Ill., and Louisiana, Mo. | Chicago, Burlington and Quincy R. R. Co. | 32.04 | 51.30 | 1,643.65 | 6 | | | |
| 135080 | Wellington and Cissna Park..... | Chicago and Eastern Illinois R. R. Co. | 12.82 | 42.75 | 548.05 | 12 | | | |
| 135081 | Clayton, Ill., and Keokuk, Iowa. | Wabash R. R. Co. | 42.85 | 66.09 | 2,857.06 | 12 | | | |
| 135082 | Streator, Ill., and Knox, Ind. | Indiana, Illinois and Iowa R. R. Co. | 119.25 | 56.43 | 0,720.27 | 6 | | | |
| 135083 | Springfield and Alton..... | St. Louis, Chicago and St. Paul R. R. Co. | 88.80 | 65.84 | 5,912.43 | 14.37 | | | |
| 135084 | Sterling and Barstow..... | Chicago, Burlington and Quincy R. R. Co. | 40.79 | 81.23 | 3,313.37 | 12.02 | | | |
| 135085 | Murphysboro and Pinckneyville. | St. Louis, Alton and Terre Haute R. R. Co. | 23.93 | 104.31 | 2,496.13 | 13 | | | |
| 135086 | Buckingham and Clarke City. | Illinois Central R. R. Co. | 9.79 | 42.75 | 418.52 | 6 | | | |
| 135087 | Galadonia and Spring Valley. | Chicago and Northwestern Rwy. Co. | 86.75 | 54.72 | 4,740.96 | 8.83 | | | |
| 135088 | East St. Louis and Belleville..... | Louisville, Evansville and St. Louis Consolidated R. Co. | 14.24 | 115.43 | 1,643.72 | 23 | | | |
| 135089 | Chicago, Ill., and Rugby Junction (n. o.) Wis. | Wisconsin Central Co. | 117.50 | 155.61 | 18,284.17 | 32.15 | | | |
| 135090 | Savanna and Fulton..... | Chicago, Burlington and Northern R. R. Co. | 18.30 | 70.97 | 1,295.92 | 10 | | | |
| 135091 | Galewood (n. o.) and Dunzing. | Chicago, Milwaukee and St. Paul Rwy. Co. | 2.04 | 42.75 | 125.08 | 12 | | | |
| 135092 | Galena and Galena Junction (n. o.). | Chicago, Burlington and Northern R. R. Co. | 3.64 | 42.75 | 155.61 | 12 | | | |
| 135093 | Springfield and Litchfield..... | St. Louis and Chicago Rwy. Co. | 45.07 | 61.56 | 2,774.50 | 6 | | | |
| 135094 | Geneva and Saint Charles..... | Chicago and Northwestern Rwy. Co. | 3.37 | 42.75 | 144.06 | 24 | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and terminal. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized mile- age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|--|---|---|---|---|---------------------------------|
| | ILLINOIS—continued. | | <i>Miles.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | <i>Miles.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | |
| | (Chicago, Ill., and Aiken... | | 156.40 | 139.11 | | | | | | | |
| | Aiken and a point .07 mile southeast of Portage curve. | | 1.83 | 34.20 | | | | | | | |
| 135095 | Point .07 mile southeast Portage curve, and the west end of Dunleith and Dubuque Bridge Com- pany's track. | Chicago Great Western Rwy. Co. | 13.82 | 18.47 | 20,538.43 | 11.78 | | | | | 1.55 miles lap over 135.073. |
| | West end of said bridge Company's track, and Dubuque, Iowa. | | .21 | 126.11 | | | | | | | |
| 135096 | Rockford and Rockton.... | Chicago, Milwaukee and St. Paul Rwy. Co. | 16.37 | 108.50 | 1,777.01 | 18 | | | | | |
| 135097 | Marion, Ill., and Paducah, Ky. | St. Louis, Aiken and Terre Haute R. R. Co. | 56.90 | 83.79 | 4,767.05 | 13 | | | | | |
| 135098 | Chicago, Ill., and Kansas City, Mo. | Atchafalaya, Topeka and Santa Fe R. R. Co. | 400.90 | 123.98 | 57,142.38 | 16.72 | 400.90 | 25.00 | 11,522.50 | 1 line, 40 feet. | |
| 135099 | Roundout and Libertyville.. | Chicago, Milwaukee and St. Paul Rwy. Co. | 3.57 | 42.75 | 152.01 | 6 | | | | | |
| 135100 | Millstadt Junction (n. o.) and Millstadt. | Mobile and Ohio R. R. Co. | 7.14 | 42.75 | 305.23 | 12 | | | | | |
| 135101 | Chicago and Evanston..... | Chicago, Milwaukee and St. Paul Rwy. Co. | 12.60 | 42.75 | 538.05 | 12 | | | | | |
| 135102 | Streator and Walnut..... | Chicago, Burlington and Quincy R. R. Co. | 60.14 | 42.75 | 2,570.98 | 6 | | | | | |
| 135103 | Freeport, Ill., and Madison, W. Va. | Illinois Central R. R. Co. | 62.40 | 74.39 | 4,941.94 | 6 | | | | | |
| 135104 | Red Oak, Ill., and Dodge- ville, W. Va. | do. | 57.40 | 55.58 | 3,190.20 | 12 | | | | | |
| 135105 | Chicago and Freeport..... | do. | 114.40 | 207.77 | 23,768.88 | 20 | 114.40 | 25.00 | 2,860.00 | 1 line, 40 feet. | |
| 135106 | Sparta to Nashville..... | Centralia and Chester R. R. Co. | 25.82 | 42.75 | 1,103.80 | 18 | | | | | |

| | South Addison (n. o.) and Addison. | Illinois Central R. R. Co. | 1.96 | ..... | ..... | ..... | ..... | ..... | Pay not fixed. |
|-----------|--|--|----------|--------------|------------|-------|----------------------------------|--|-------------------------------------|
| 135107 | Joliet and Aurora | Elgin, Joliet and Eastern Rwy. Co. | 23.70 | 42.75 | 1,013.17 | 6 | ..... | ..... |  |
| 135108 | Lock Haven (n. o.) and Grafton. | St. Louis, Chicago and St. Paul R. R. Co. | 8.61 | 42.75 | 368.07 | 12 | ..... | ..... |  |
| 135109 | Litchfield and East St. Louis. | Chicago, Peoria, and St. Louis Rwy. Co. | 49.36 | 110.30 | 5,444.40 | 13 | ..... | ..... |  |
| 135110 | South Englewood and Blue Island. | Chicago, Rock Island and Pacific Rwy. Co. | 6.83 | 42.75 | 291.55 | 12 | ..... | ..... |  |
| 135111 | Tuscola and Shelbyville | Chicago and Eastern Illi- nois R. R. Co. | 40.82 | 83.79 | 3,420.30 | 6 | ..... | ..... |  |
| 135112 | Vacant. |  |  |  |  |  | ..... | ..... |  |
| 135113 | Tamaroa and Mount Vernon. | Wabash, Chester and West- ern R. R. Co. | 22.33 | 70.11 | 1,565.55 | 0 | ..... | ..... |  |
| 135114 | Nashville and Hoytston | Centralia and Chester R. R. Co. | 11.71 | 42.75 | 500.60 | 0 | ..... | ..... | By agreement. |
| 135115 | Hoytston and Centralia |do | 11.50 | ..... | 300.00 | 6 | ..... | ..... |  |
| 135116 | | | 9,952.97 | 1,950,814.76 | ..... | ..... | 274,246.75 | ..... |  |
| MICHIGAN. | | | | | | | | | |
| 137001 | Toledo, Ohio, and Detroit, Mich. | Lake Shore and Michigan Southern Rwy. Co. | 63.50 | 171.00 | 10,858.50 | 18 | ..... | ..... |  |
| 137002 | Monroe and Adrian |do | 31.67 | 100.80 | 3,497.85 | 14.13 | ..... | ..... |  |
| 137003 | Adrian and Jackson |do | 47.18 | 110.30 | 5,203.95 | 12 | ..... | ..... |  |
| 137004 | White Pigeon and Grand Rapids. |do | 96.12 | 135.95 | 13,067.51 | 12 | ..... | ..... |  |
| 137005 | Jonesville and Lansing |do | 60.95 | 57.46 | 3,502.18 | 12 | ..... | ..... | Land grant Detroit to Jackson. |
| 137006 | Detroit Mich., and Chi- cago Ill. | Michigan Central R. R. Co. | 285.50 | 408.69 | 116,680.90 | 41.77 | 75.70 135.00 30,150.50 40. | 1 line 60; 1 line 53; at \$45; 1 line 50 feet, at \$40. | Jackson, Mich., to Chicago, Ill. |
| 137007 | Kalamazoo and South Haven. |do | 46.00 | 71.82 | 2,879.20 | 12 | 209.80 05.00 | 55 feet, at \$45. | |
| 137008 | Jackson and Niles |do | 104.25 | 129.11 | 13,459.71 | 11.55 | ..... | ..... | Land grant 78.27 miles. |
| 137009 | Lansing and Bay City |do | 37.06 | 146.21 | 14,572.90 | 21.40 | ..... | ..... |  |
| 137010 | Jackson and Grand Rapids. |do | 78.27 | 116.96 | 13,761.73 | 27.60 | 03.90 40.00 | 1 line 50 feet | |
| 137011 | Stocum Jct. (n. o.) and Grosse Ile. |do | 04.68 | 145.35 | 103.02 | 6 | ..... | ..... |  |
| 137012 | Niles, Mich., and South Bend, Ind. |do | 2.41 | 42.75 | 518.13 | 12 | ..... | ..... |  |
| 137013 | Detroit and Bay City |do | 106.06 | 187.25 | 47,754.74 | 18.65 | ..... | ..... | Land grant, 182.50 miles. |
| 137014 | Bay City and Mackinaw C. ty. |do | 182.59 | 149.60 | 5,570.72 | 14.54 | ..... | ..... |  |
| 137015 | Saginaw, west side, and Caro. |do | 35.66 | 156.47 | ..... | ..... | ..... | ..... |  |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized mile- age, rail- way post- office cars. | Pay per mile rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|--|------------------------|--|---|---|---|--|---|---|-----------------------------------|
| | | MICHIGAN—continued. | | | | | | | | | |
| 137015 | Monroe and Flint | Flint and Pere Marquette | 81.38 | Dollars 152.19 | Dollars 33,551.46 | 18.64 | | | | | |
| 137016 | Flint and Linton | R. R. Co. | 171.35 | 121.75 | 5,985.23 | 12 | | | | | |
| 137017 | Ionia and Big Rapids | Detroit, Lansing and North ern R. R. Co. | 67.96 | 88.07 | 28,217.66 | 22.22 | | | | | |
| 137018 | Detroit and Howard City | do | 181.78 | 174.42 | 46,265.47 | 21.42 | | | | | |
| | Fort Wayne, Ind., and Petoakey, Mich. | Grand Rapids and Indiana R. R. Co. | 333.45 | 122.44 | | | | | | | Land grant, 171.35 miles. |
| | Petoakey and Machinaw City. | do | 35.53 | 153.05 | | | | | | | |
| | Toledo, Ohio, and Dundee, Mich. | Cincinnati, Jackson and Mackinaw Rwy. Co. | 23.00 | 10.26 | | | | | | | |
| 137019 | Dundee and Allegan | do | 133.95 | 74.39 | 10,200.52 | 9.92 | | | | | |
| 137020 | Toledo, Ohio, and Copemish, Mich. | Toledo, Ann Arbor and North Michigan Rwy. Co. | 275.35 | 136.80 | 37,067.88 | 11.92 | | | | | Land grant, 333.45 miles. |
| 137021 | Grand Rapids, Mich., and Lacrosse, Ind. | Chicago and West Michigan Rwy. Co. | 153.35 | 143.64 | 22,027.19 | 17.63 | | | | | |
| 137022 | Big Rapids and Holland | do | 90.56 | 101.75 | 9,214.48 | 22.69 | | | | | |
| 137023 | Allegan and Holland | do | 24.76 | 80.37 | 1,980.96 | 12 | | | | | |
| 137024 | Ypsilanti and Hillsdale | Lake Shore and Michigan Southern Rwy. Co. | 62.68 | 64.13 | 4,019.66 | 6 | | | | | |
| 137025 | Saginaw, east side, and Port Huron. | Flint and Pere Marquette R. R. Co. | 90.57 | 71.82 | 6,504.74 | 12 | | | | | |
| 137026 | Grand Rapids and Elk Rapids. | Chicago and West Michigan Rwy. Co. | 169.53 | 109.44 | 18,553.36 | 6 | | | | | |
| 137027 | Detroit and Grand Haven | Detroit, Grand Haven and Milwaukee Rwy. Co. | 189.12 | 156.47 | 29,591.00 | 24.30 | | | | | |
| 137028 | Detroit and Fort Gratiot | Chicago, Detroit and Canada Grand Trunk Junction R. R. Co. | 60.89 | 142.79 | 8,694.48 | 31 | | | | | |
| 137029 | Jackson, Mich., and Fort Wayne, Ind. | Lake Shore and Michigan Southern Rwy. Co. | 100.40 | 92.34 | 9,278.24 | 12.74 | | | | | |
| 137030 | Saginaw, east side, and Ithaca. | Saginaw Valley and St. Louis R. R. Co. | 44.48 | 94.91 | 4,221.50 | 12.77 | | | | | |
| 137031 | Fort Howard, Wis., and Ishpeming, Mich. | Chicago and Northwestern Rwy. Co. | 179.81 | 128.50 | 23,121.76 | 13 | | | | | Land grant. 1 line 40 feet.... |
| | | | | | | | 179.70 | 25 | 4,492.50 | 1 line 40 feet.... | |

[illegible]

Land grant, 62.95 miles

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|------------|---|---|----------|--------|------------|--------|--------|--------|-----------|
| 137078 | Indiana and Stearns | Mason and Oceana R. R. Co. | 29.59 | 42.75 | 1,294.97 | 6 | | | |
| 137079 | Grant Ledge and Grand Rapids | Detroit, Lansing and Northern R. Co. | 53.94 | 146.21 | 7,860.56 | 10 | | | |
| 137080 | Vacant | | | | | | | | |
| 137081 | Nestor's (n. o.), Mich., and Iron River, Wis. | Duluth, South Shore and Atlantic Rwy. Co. | 165.97 | 64.98 | 10,784.73 | 14 | | | |
| 137082 | Findley and Battle Creek | Michigan Central R. R. Co. | 33.95 | 55.58 | 1,868.94 | 12 | | | |
| 137083 | Durand and Saginaw, E. S. | Cincinnati, Saginaw and Mackinaw R. R. Co. | 39.33 | 97.47 | 3,833.50 | 19 | | | |
| 137084 | Manistee and Lake Ann | Manistee and Northeastern R. R. Co. | 52.80 | 53.87 | 2,844.33 | 12, 10 | | | |
| 137085 | Vacant | | | | | | | | |
| 137086 | Frankfort and Copemish | Toledo, Ann Arbor and North Michigan Rwy. Co. | 23.47 | 50.45 | 1,284.06 | 12 | | | |
| 137087 | Vacant | | | | | | | | |
| 137088 | Sidnaw and Ontonagon | Chicago, Milwaukee and St. Paul Rwy. Co. | 46.26 | 45.32 | 2,060.50 | 12 | | | |
| 137089 | Au Sable and McKinley | The Au Sable and Northwestern R. R. Co. | 36.00 | 42.75 | 1,530.00 | 6 | | | |
| 137090 | Vacant | | | | | | | | |
| 137091 | Watermeest and Choate | Chicago and Northwestern Rwy. Co. | 22.84 | 42.75 | 976.40 | 6 | | | |
| 137092 | Vacant | | | | | | | | |
| 137093 | St. Ignace and Mackinaw City | Mackinac Transportation Co. | 8.13 | 143.64 | 1,107.79 | 7 | | | |
| 137094 | Lake Ann and Traverse City | Manistee and Northeastern R. R. Co. | 18.01 | 59.85 | 1,077.80 | 6 | | | |
| 137095 | Williamaburg and Petoskey | Chicago and West Michigan Rwy. Co. | 67.71 | 79.52 | 5,384.30 | 6 | | | |
| 137096 | Bay City and Midland | Michigan Central R. R. Co. | 20.14 | 42.75 | 860.08 | 6 | | | |
| 137097 | Vacant | | | | | | | | |
| 137098 | Oradgumers Junction (n. o.) | Chicago Northwestern Rwy. Co. | 3.60 | 42.75 | 149.02 | 6 | | | |
| 137099 | and Robbins | do | 1.63 | 42.75 | 69.08 | 6 | | | |
| 137100 | Interior Junction (n. o.) and Interior | Chicago, Milwaukee and St. Paul Rwy. Co. | 47.04 | 47.03 | 2,212.29 | 10, 50 | | | |
| 137101 | Channing (n. o.) and Sidnaw | Flint and Pere Marquette R. R. Co. | 25.20 | 42.75 | 572.85 | 6 | | | |
| 137102 | Plymouth Junction (n. o.) and Detroit | Detroit, Bay City and Alpena R. R. Co. | 33.55 | 42.75 | 1,434.26 | 6 | | | |
| 137103 | Emory Junction (n. o.) and Rose City | Flint and Pere Marquette R. R. Co. | 11.00 | 42.75 | 470.25 | 6 | | | |
| 137104 | Coleman and Beaverton | | | | | | | | |
| | | | 6,529.66 | | 806,419.53 | | | | |
| WISCONSIN. | | | | | | | | | |
| 138001 | Milwaukee, Wis., and North McGregor, Ia. | Chicago, Milwaukee and St. Paul Rwy. Co. | 196.04 | 184.68 | 36,188.19 | 15, 55 | 183.90 | 40.00 | 7,756.00 |
| 138002 | Milwaukee and La Crosse | do | 197.91 | 734.45 | 145,354.99 | 32, 46 | 197.70 | 240.00 | 47,448.00 |
| 138003 | Milwaukee and Berlin | do | 96.62 | 126.25 | 12,391.51 | 12, 80 | | | |
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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- aged num- ber of trips per week. | An- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|--|------------------------|--|---|--|--|---|---|--|--|
| WISCONSIN—continued. | | | | | | | | | | | |
| 139004 | Milton Junction and Shulls- burg. | Chicago, Milwaukee, and St. Paul Rwy. Co. | Miles. 76.68 | Dollars. 106.88 | Dollars. 8,185.55 | 15.15 | Miles. | Dollars. ..... | ..... | ..... | ..... |
| 139005 | Watertown and Madison. |do | 38.88 | 85.50 | 3,324.24 | 12 | ..... | ..... | ..... | ..... | ..... |
| 139006 | Horicon and Portage. |do | 52.24 | 96.62 | 5,047.42 | 12 | ..... | ..... | ..... | ..... | ..... |
| 139007 | Rush Lake and Winneconne. |do | 14.53 | 42.75 | 633.96 | 6 | ..... | ..... | ..... | ..... | ..... |
| 139008 | Oshkosh and Ripon. |do | 20.31 | 104.31 | 2,118.53 | 12 | ..... | ..... | ..... | ..... | ..... |
| 139009 | Chicago and Fond du Lac. Fond du Lac and Fort How- ard. | Chicago and Northwestern Rwy. Co. | 170.70 65.76 | 204.35 163.48 | 46,859.08 | 21.40 | 62.70 65.50 | 86.00 40.00 | 10,409.50 | 2 lines 50 feet. 1 line 50 feet. 1 line 50, 1 line 40 feet. | Chicago to Harvard. Harvard to Janesville. Fond du Lac to Fort Howard. Land grant 65.70 miles. Caledonia, Ill., and Ev- ansville, Wis. Evansville to Elroy. |
| 139010 | Caledonia, Ill., and Winona Junction (n. o.), Wis. |do | 180.45 | 215.46 | 40,818.89 | 19.50 | 37.90 66.70 | 40.00 80.00 | 9,252.00 | 1 line 50 feet. 2 lines 50 feet. | Harvard to Caledonia Junction. |
| 139011 | Kenosha, Wis., and Rock- ford, Ill. |do | 73.41 | 123.08 | 9,101.37 | 0.88 | 15.00 | 40.00 | 600.00 | 1 line 50 feet. | Pay not fixed. |
| 139012 | Milwaukee and Fond du Lac. |do | 63.76 | 247.10 | 15,755.09 | 22 | 63.30 | 65.00 | 4,114.50 | 1 line 50, 1 line 40 feet. | Pay not fixed. |
| 139013 | Rice Lake and Cameron. | Rice Lake, Dallas, and Me- nomonie Rwy. Co. | 7.28 | ..... | ..... | 0 | ..... | ..... | ..... | ..... | ..... |
| 139014 | Winona, Minn., and La Crosse, Wis. | Chicago and Northwestern Rwy. Co. | 33.55 | 181.26 | 6,081.27 | 20.25 | ..... | ..... | ..... | ..... | ..... |
| 139015 | Stevens Point and Portage. | Wisconsin Central R. R. Co. | 72.63 | 60.88 | 4,421.72 | 6 | ..... | ..... | ..... | ..... | ..... |
| 139016 | Milwaukee, Wis., and Cham- pion, Mich. | Chicago, Milwaukee and St. Paul Rwy. Co. | 262.94 | 134.24 | 35,297.06 | 18.50 | ..... | ..... | ..... | ..... | ..... |
| 139017 | Milwaukee and Rugby Junction (n. o.). |do | 27.60 | 42.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 139017 | Rugby Junction (n. o.) and Stevens Point. | Wisconsin Central R. R. Co. | 131.50 | 142.79 | 41,252.66 | 19 | ..... | ..... | ..... | ..... | Lap service, 27.60, Land grant, 186.43 miles. |
| 139018 | Stevens Point and Ashland. |do | 186.43 | 114.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 139018 | Milwaukee and Ashland. | Chicago and Northwestern Rwy. Co. | 390.26 | 137.60 | 53,723.19 | 19.53 | ..... | ..... | ..... | ..... | ..... |
| 139019 | Shobogan and Princeton. |do | 79.08 | 74.30 | 5,882.70 | 11.57 | ..... | ..... | ..... | ..... | ..... |

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized mile- age for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|--|------------------------|--|---|---|---|---|---|---|-------------------------|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| WISCONSIN—continued. | | | | | | | | | | | |
| 139048 | Eau Claire to Spooner..... | Chicago, St. Paul, Minne- apolis and Omaha Rwy. Co. | 83.18 | 131.67 | 10,832.31 | 15.68 | | | | | |
| 139049 | Eland and Wausau..... | Chicago and Northwestern Rwy. Co. | 23.05 | 56.48 | 1,300.71 | 18 | | | | | |
| 139050 | Scandinavia and Iola..... | Iola and Northern R. R. Co. (Chicago, St. Paul, Minne- apolis and Omaha Rwy. Co.) | 5.02 | | | 0 | | | | | Pay not fixed. |
| 139051 | Superior, Wis., and Duluth, Minn. | Chicago and Northwestern Rwy. Co. | 63.07 | 112.86 | 8,222.73 | 20 | | | | | Land grant 63.07 miles. |
| 139052 | Afton and Janesville..... | Chicago and Northwestern Rwy. Co. | 7.83 | 141.08 | | | | | | | |
| 139053 | Red Cedar Junction (n. o.) and Menomonie. | Chicago and Northwestern Rwy. Co. | 0.29 | 43.61 | 274.31 | 12 | | | | | |
| 139054 | Trempealeau and Galeville. | Chicago, Milwaukee and St. Paul Rwy. Co. | 16.57 | 42.75 | 708.36 | 6 | | | | | |
| 139055 | Brandon and Markesan..... | Chicago and Northwestern Rwy. Co. | 7.53 | 43.61 | 328.38 | 24 | | | | | |
| 139056 | Tabcock and Arpin..... | Chicago, Milwaukee and St. Paul Rwy. Co. | 11.97 | 42.75 | 511.71 | 6 | | | | | |
| 139057 | Menominee, Mich., and Chritz, Wis. | do | 23.73 | 42.75 | 1,014.45 | 9.69 | | | | | |
| 139058 | Clintonville and Oconto..... | do | 22.65 | 42.75 | 968.29 | 12 | | | | | |
| 139059 | Minneapolis, Minn., and Boundary Line (n. o.), Mich. | Chicago and Northwestern Rwy. Co. | 50.09 | 57.20 | 3,213.90 | 7.03 | | | | | |
| 139060 | Antigo and Bryant..... | Chicago and Northwestern Rwy. Co. | 494.10 | 117.14 | 57,878.87 | 10.35 | | | | | |
| 139061 | Chippewa Falls, Wis., and St. Paul, Minn. | Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co. | 8.80 | 42.75 | 376.20 | 0 | | | | | |
| 139062 | Wyeville and Necedah..... | Wisconsin Central Co..... | 105.12 | 121.41 | 12,762.61 | 24.04 | | | | | |
| 139063 | Tomahawk and Tomahawk Junction (n. o.). | Chicago and Northwestern Rwy. Co. | 16.50 | 42.75 | 705.37 | 13 | | | | | |
| 139064 | Janesville and Evansville .. | Wisconsin and Chippewa Rwy. Co. Chicago and Northwestern Rwy. Co. | 5.47 | | 150.03 | 6 | | | | | By agreement. |
| | | | 10.35 | 207.77 | 3,397.04 | 7 | 10.10 | 40.00 | 644.00 | 1 line 50 feet..... | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized mile- age, for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|---|--|--|--|---|--|---|---|---|---|
| | MINNESOTA. | | | | | | | | | | |
| 141001 | St. Paul and Minneapolis Minneapolis and Watab. Watab and Little Falls. Little Falls and Staples. Staples Minn., and Mis- soula, Mont. | Northern Pacific R. R. Co. | Miles. 10.60 72.40 24.60 34.40 1,113.20 | Dollars. 295.88 257.36 295.88 257.36 295.88 | Dollars. 283,918.63 283,918.63 283,918.63 283,918.63 283,918.63 | 15.52 789.50 40.00 | Miles. 15.52 789.50 40.00 | Dollars. 40.00 | 31,580.00 | 1 line 50 feet. | {Land grant, 10.60 miles 24.60 miles, and 1,113.20 miles |
| 141002 | Benson, Minn., and Water- town, S. Dak. | Great Northern Rwy. Co. | 92.80 | 64.98 | 6,030.14 | 6 | | | | | |
| 141003 | Moorhead, Minn., and Wah- peton, N. Dak. | do | 45.02 | 156.47 | 7,044.27 | 7 | | | | | |
| 141004 | St. Cloud and St. Vincent | do | 316.07 | 148.43 | 46,914.27 | 9.65 | 224.38 | 25.00 | 5,609.50 | 1 line 40 feet. | St. Cloud to Crookston. All land grant. |
| 141005 | Barnesville, Minn., and Far- go, N. Dak. | do | 25.24 | 119.70 | 3,021.22 | 14.46 | | | | | |
| 141006 | St. Paul and Breckenridge | do | 214.16 | 155.95 | 33,398.25 | 17.80 | 10.44 | 25.00 | 261.00 | 1 line 40 feet. | St. Paul to Minneapolis All land grant. Land grant. |
| 141007 | St. Paul and Duluth | St. Paul and Duluth R. R. Co. | 152.21 | 112.86 | 17,178.42 | 23.24 | | | | | |
| 141008 | Minneapolis and White Bear Lake. White Bear Lake and Still- water. | do | { 15.30 12.52 | { 48.74 38.99 | { 1,233.87 | 18.23 | | | | | Land grant, 12.52 miles. |
| 141009 | St. Paul and Austin. Austin, Minn., and McGregor, or, Iowa. | Chicago, Milwaukee and St. Paul Rwy. Co. | { 100.10 112.10 | { 127.91 159.89 | { 30,727.46 | { 18.13 1.30 | { 41.80 1.30 | { 50.00 25.00 | { 2,122.50 | { 2 lines 40 feet. 1 line 40 feet. | {Calmar to North Mc Gregor. North McGregor to McGregor. Land grant, 100.10 miles. |
| 141010 | Hastings, Minn., and Orton- ville. Ortonville and Bowdle, S. Dak. | do | { 202.11 167.62 | { 125.17 156.47 | { 51,525.80 | 11.59 | | | | | {Land grant, 202.11 miles. |
| 141011 | Duluth and Staples. | Northern Pacific R. R. Co. | 147.85 | 60.19 | 8,899.00 | 13 | | | | | Land grant. |
| 141012 | Austin and Lyle. Lyle, Minn., and Mason City, Iowa. | Chicago, Milwaukee and St. Paul Rwy. Co. | { 12.13 29.19 | { 94.39 117.99 | { 4,589.07 | 13 | | | | | Land grant, 12.13 miles. |
| 141013 | Minneapolis, Minn., and La Crosse, Wis. | do | 141.90 | 616.46 | 87,531.15 | 37.43 | { 10.91 130.87 | { 150.00 100.00 | { 26,501.80 | { 3 lines 60 feet. 3 lines 60 feet, 1 line 50 feet. | Minneapolis to St. Paul. St. Paul to La Crosse. |

| St. Peter Minn., and Water town, S. Dak. | Chicago and Northwestern Ry. Co. | { 183.71 71.45 } | 107.30 134.24 | { 26,320.06 134.24 } | 0.51 | Land grant, 183.71 miles |
|--|--|---------------------|----------------------|-------------------------|-------|--|
| 141014 Waretown and Redfield, S. Dak. | do | 139.45 | 139.53 | 19,457.46 | 18.08 | Land grant. |
| 141015 Wirona and St. Peter | do | 25.98 | 46.17 | 1,199.49 | 12 | |
| 141016 Sleepy Eye and Redwood Falls | do | 26.16 | 52.16 | 1,364.50 | 12 | |
| 141017 Rochester and Zumbrota | do | 28.70 | 47.03 | 1,352.58 | 12 | |
| 141018 Chetfield and Plainview | do | 4.14 | 53.01 | 219.46 | 24 | |
| 141019 Mankato Junction (n. o.) and Mankato | do | 101.90 | 70.97 | 7,236.10 | 6 | |
| 141020 Worthington Minn., and Chicago, St. Paul, Minneapolis and Omaha Ry. Co. | do | 272.10 | 144.50 | 39,318.45 | 14.72 | |
| 141021 St. Paul, Minn., and Angus, Minn. | do | 60.16 | 52.10 | 3,137.94 | 6 | |
| 141022 West Wabasha (n. o.) and Chicago, Milwaukee and St. Paul Ry. Co. | do | { 302.11 9.06 } | { 107.30 134.24 } | { 33,659.80 134.24 } | 11.82 | Land grant, 302.11 miles. |
| 141023 La Crosse Wis., and Airline Minn. | do | 38.33 | 57.29 | 2,195.92 | 12 | |
| 141024 Airline, Minn., and Flaudreau, S. Dak. | do | 279.74 | 178.52 | 49,039.18 | 15.78 | { 1 line 50.1 line 40 feet 1 line 40 feet. |
| 141025 Minneapolis Minn., and Sioux City Iowa | Chicago, St. Paul, Minneapolis and Omaha Ry. Co. | 44.32 | 42.75 | 1,894.68 | 3 | Land grant. |
| 141026 Carman (n. o.) and Foston, Minn. | Great Northern Ry. Co. | 3.31 | 56.08 | 185.62 | 38 | |
| 141027 Stillwater and Stillwater Junction (n. o.) | Chicago, St. Paul, Minneapolis and Omaha Ry. Co. | 55.42 | 42.75 | 2,369.20 | 6 | |
| 141028 Heron Lake and Pipestone. | do | 44.15 | 76.95 | 3,397.34 | 12 | |
| 141029 Lake Crystal and Elmora. | do | 28.37 | 42.75 | 1,212.81 | 6 | |
| 141030 Laverne, Minn., and Doon, Iowa. | do | 255.65 | 134.24 | 34,318.45 | 10.05 | |
| 141031 Tracy Minn., and Pierre, S. Dak. | Chicago and Northwestern Ry. Co. | 57.67 | 56.43 | 3,254.31 | 6 | |
| 141032 Reno and Preston | Chicago, Milwaukee and St. Paul Ry. Co. | 20.75 | 64.98 | 1,346.33 | 12 | |
| 141033 Wyoming and Taylors Falls. | St. Paul and Duluth R. R. Co. | 47.28 | 42.75 | 2,021.22 | 6 | |
| 141034 Morris and Brown Valley | Great Northern Ry. Co. | 8.66 | 42.75 | 370.21 | 6 | |
| 141035 West End Junction (n. o.) and Fond du Lac. | St. Paul and Duluth R. R. Co. | 6.69 | 46.17 | 308.87 | 12 | |
| 141036 N. P. Junction and Cloquet. | do | 32.66 | 196.67 | 6,227.28 | 13 | |
| 141037 Minneapolis and Cologne. | Chicago Milwaukee and St. Paul Ry. Co. | 102.02 | 108.59 | 11,078.35 | 7.10 | |
| 141038 Minneapolis and Birch Cove. | Minneapolis and St. Louis Ry. Co. | 114.68 | 171.00 | 19,610.28 | 7.72 | |
| 141039 Crookston Minn., and Devils Lake N. Dak. | Great Northern Ry. Co. | 65.43 | 132.53 | 8,671.43 | 6 | |
| 141040 Minneapolis and St. Cloud | do | | | | | Land grant. |

C — Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and terminl. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. per week. | Aver- age num- ber of trips per week. | Auth- orized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|---|------------------------|--|---|---|---|---|---|---|-------------|
| | | MINNESOTA—continued. | | | | | | | | | Land grant. |
| 141041 | Willmar, Minn., and Sioux Falls, S. Dak. | Willmar and Sioux Falls Rwy. Co. | Miles. 148.06 | Dollars. 111.15 | Dollars. 16,456.86 | 7 | | | | | |
| 141042 | Waite, Minn., and Milnor, N. Dak. | Northern Pacific R. R. Co. | 119.40 | 51.30 | 6,125.23 | 6 | | | Dollars. | | |
| 141043 | Vacant | | | | | | | | | | |
| 141044 | Mendota and Minneapolis | Chicago, Milwaukee and St. Paul Rwy. Co. | 9.20 | 70.34 | 729.92 | 20 | | | | | |
| 141045 | Hastings and Stillwater | do | 25.81 | 50.45 | 1,302.11 | 12 | | | | | |
| 141046 | Little Falls and Morris | Northern Pacific R. R. Co. | 88.34 | 62.42 | 5,514.18 | 6 | | | | | |
| 141047 | Sank Center and Eagle Bend. | Great Northern Rwy. Co. | 96.90 | 42.75 | 1,581.82 | 6 | | | | | |
| 141048 | Mankato and Red Wing | Wisconsin, Minnesota and Pacific Rwy. Co. | 94.97 | 55.58 | 5,278.43 | 6 | | | | | |
| 141049 | St. Cloud and Hinckley | Great Northern Rwy. Co. | 86.23 | 42.75 | 2,916.83 | 6 | | | | | |
| 141050 | Crookston and St. Hilaire | do | 28.76 | 42.75 | 1,229.49 | 3 | | | | | |
| 141051 | Rush City, Minn., and Grantsburg, Wis. | St. Paul and Duluth R. R. Co. | 17.11 | 42.75 | 731.45 | 6 | | | | | |
| 141052 | Vacant | | | | | | | | | | |
| 141053 | Breeb, Cooley, Minn., and Watertown, S. Dak. | Wisconsin, Minnesota and Pacific Rwy. Co. | 122.52 | 88.92 | 10,894.47 | 6 | | | | | |
| 141054 | Duluth and Ely | Duluth and Iron Range R. R. Co. | 117.45 | 50.45 | 5,925.35 | 6 | | | | | |
| 141055 | Minneapolis, Minn., and Du- buque, Iowa. | Chicago, Great Western Rwy. Co. | 263.70 | 124.83 | 32,917.67 | 17.85 | | | | | |
| 141056 | Glencoe and Hutchinson | Chicago, Milwaukee and St. Paul Rwy. Co. | 14.13 | 42.75 | 604.05 | 12 | | | | | |
| 141057 | St. Cloud and Willmar | Great Northern Rwy. Co. | 58.87 | 66.99 | 3,926.04 | 6 | | | | | |
| 141058 | Minneapolis, Minn., and Fairmount, N. Dak. | Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co. | 191.60 | 103.40 | 19,822.83 | 6 | | | | | |
| 141059 | Elk River and Milaca | Great Northern Rwy. Co. | 33.36 | 42.75 | 1,426.14 | 6 | | | | | |
| 141060 | Hutchinson Junction (n. o.) and Hutchinson | do | 53.32 | 42.75 | 2,279.43 | 6 | | | | | |
| 141061 | Winnipeg Junction, Minn., and Pembina, N. Dak. | Northern Pacific R. R. Co. | 189.00 | 82.94 | 15,083.12 | 7 | | | | | |
| 141062 | St. Paul and Cardigan Junc- tion (n. o.) | Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co. | 8.00 | 42.75 | 342.00 | 6 | | | | | |

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized mile- age, way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|-------------------------|--|--|------------------------|--|---|---|--|---|---|---|---|
| IOWA—continued. | | | | | | | | | | | |
| 143005 | Burlington and Pacific Junction, Iowa, and Grant City, Mo. | Chicago, Burlington and Quincy R. R. Co. | 275.96 | 733.93 | 218,837.13 | 29.32 | 293.86 | 250.00 | 73,465.00 | 5 lines 60 feet. | Land grant, 275.96 miles. |
| | | | | | | | | | | | |
| 143006 | Chariton, Iowa, and Grant City, Mo. | do | 95.21 | 92.34 | 8,791.69 | 7.41 | | | | | |
| 143007 | Creston, Iowa, and Hopkins, Mo. | do | 44.02 | 147.06 | 6,473.58 | 14 | | | | | |
| 143008 | Burlington, Iowa, and Carrollton, Mo. | Chicago, Burlington and Kansas City Rwy. Co. | 220.20 | 93.20 | 20,522.04 | 0.61 | | | | | |
| 143009 | Villisca, Iowa, and Burlington Junction, Mo. | Chicago, Burlington and Quincy R. R. Co. | 36.63 | 70.97 | 2,589.63 | 8.53 | | | | | |
| 143010 | Albia and Mason City. | Iowa Central Rwy. Co. | 170.09 | 137.06 | 23,414.58 | 15.58 | | | | | |
| 143011 | Keokuk and Burlington. | Chicago, Burlington and Quincy R. R. Co. | 43.30 | 184.68 | 7,096.61 | 19 | | | | | |
| 143012 | Clinton, Iowa, and La Crosse, Wis. | Chicago, Milwaukee and St. Paul Rwy. Co. | 181.69 | 146.21 116.96 | 26,245.18 | 16.64 96.90 | | 25.00 | 2,422.50 | 1 line 40 feet. | Sabula to McGregor; land grant, 30.78 miles, from near Dubuque to Jeto des, Morris Creek. |
| 143013 | Stanwood and Tipton. | Chicago and Northwestern Rwy. Co. | 8.96 | 47.03 | 421.38 | 12 | | | | | |
| 143014 | Davenport and Union Pacific Transfer (n. o.). | Chicago, Rock Island and Pacific Rwy. Co. | 317.90 | 175.10 | 55,604.29 | 21 | 53.80 264.00 | 65.00 50.00 | 10,007.00 | { 1 line 50, 1 line 40 feet. 2 lines 40 feet. | Davenport to Iowa City; Iowa City to Union Pacific Transfer (n. o.). All land grant. |
| | | | | | | | | | | | |
| 143015 | Des Moines and Indianola. | do | 22.63 | 85.50 | 1,934.86 | 13.78 | | | | | |
| 143016 | Washington and Knoxville. | do | 78.83 | 60.69 | 5,257.17 | 0.93 | | | | | |
| 143017 | Davenport, Iowa, and Leavenworth, Kans. | do | 335.80 | 198.44 | 56,562.15 | 13.83 | 233.70 | 25.00 | 5,842.50 | 1 line 40 feet. | Davenport, Iowa, to Trenton, Mo. |
| 143018 | Davenport and Maquoketa. | Chicago, Milwaukee and St. Paul Rwy. Co. | 43.88 | 55.53 | 2,438.65 | 8.81 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Number of route. | State and termini. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage, railway post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|------------------|---|--|------------------|----------------------------------|--|-----------------------------------|---|--|--|---|----------|
| | | | Miles. | Dollars | Dollars. | | Miles. | Dolla. | Dollars. | | |
| IOWA—continued. | | | | | | | | | | | |
| 143046 | Des Moines and Fondak | Des Moines, Northern and Western Rwy. Co. | 113.76 | 99.26 | 7,879.01 | 6 | | | | | |
| 143047 | Cedar Rapids, Iowa, and Kansas City, Mo. | Chicago, Milwaukee and St. Paul Rwy. Co. | 298.06 | 100.89 | 80,073.29 | 7.35 | | | | | |
| 143048 | Ives and Iowa Junction (n. o.). | Burlington, Cedar Rapids and Northern Rwy. Co. | 20.90 | 129.11 | 2,986.48 | 8.51 | | | | | |
| 143049 | Belle Plaine and Mucha- kinock. | Chicago and Northwestern Rwy. Co. | 64.63 | 62.42 | 4,034.20 | 6 | | | | | |
| 143050 | Wall Lake and Sac City | do | 14.16 | 112.86 | 1,598.09 | 12 | | | | | |
| 143051 | Sumner and Hampton | Chicago Great Western Rwy. Co. | 64.49 | 62.42 | 4,025.46 | 12 | | | | | |
| 143052 | Tama, Iowa, and Elmore, Minn. | Chicago and Northwestern Rwy. Co. | 164.60 | 104.31 | 17,175.68 | 6.70 | | | | | |
| 143053 | Bellevue and Cascade | Chicago, Milwaukee and St. Paul Rwy. Co. | 36.37 | 43.61 | 1,598.09 | 6 | | | | | |
| 143054 | Atlantic and Griswold | Chicago, Rock Island and Pacific Rwy. Co. | 15.18 | 52.16 | 791.78 | 12 | | | | | |
| 143055 | Red Oak and Griswold | Chicago, Burlington and Quincy R. R. Co. | 18.85 | 43.61 | 822.04 | 12 | | | | | |
| 143056 | Des Moines and Cedar Falls | Chicago Great Western Rwy. Co. | 107.38 | 98.33 | 10,558.67 | 12.93 | | | | | |
| 143057 | Dows and Forest City | Burlington, Cedar Rapids and Northern Rwy. Co. | 48.95 | 42.75 | 2,092.61 | 6 | | | | | |
| 143058 | Hastings and Carson | Chicago, Burlington and Quincy R. R. Co. | 16.41 | 42.75 | 701.52 | 6 | | | | | |
| 143059 | Menlo and Guthrie Center | Chicago, Rock Island and Pacific Rwy. Co. | 15.00 | 51.30 | 769.50 | 12 | | | | | |
| 143060 | Harvey and Des Moines | Washington R. R. Co. | 43.69 | 117.99 | 5,154.98 | 7 | | | | | |
| 143061 | Bethany Junction (n. o.), Iowa, and Albany, Mo. | Chicago, Burlington and Quincy R. R. Co. | 46.12 | 103.46 | 4,771.57 | 8.28 | | | | | |
| 143062 | Mount Zion and Keosauqua | Chicago, Rock Island and Pacific Rwy. Co. | 5.00 | 42.75 | 213.75 | 18 | | | | | |
| 143063 | Avera and Carson | do | 17.74 | 47.88 | 849.39 | 12 | | | | | |
| 143064 | Fort Madison and Birming- ham. | Chicago, Fort Madison and Des Moines Rwy. Co. | 41.96 | 42.75 | 1,780.90 | 6 | | | | | |

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized milo- age, rail- way post- office cars. | Pay per milo for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|---|---|---|---|---|---------------------|
| | | | | | | | | | | | |
| IOWA—continued. | | | | | | | | | | | |
| 143090 | Wilton Junction and Mus- catine. | Chicago, Rock Island and Pacific Rwy. Co. | Miles. 12.68 | Dollars 57.29 | Dollars. 726.43 | 12 | | | Dollars. | | |
| 143091 | New Sharon and Newton | Iowa Central Rwy. Co. | 33.53 | 42.75 | 1,433.40 | 6 | | | | | |
| 143092 | Vacant. | | | | | | | | | | |
| 143093 | Relay (n. o.) and Albia | Albia and Centerville Rwy. Co. | 24.63 | 42.75 | 1,052.93 | 6 | | | | | |
| 143094 | Waverly Junction (n. o.) and Waverly. | Burlington, Cedar Rapids and Northern Rwy. Co. | 5.99 | 46.17 | 276.55 | 25 | | | | | |
| 143095 | Vacant. | | | | | | | | | | |
| 143096 | Spencer and Spirit Lake | Chicago, Milwaukee and St. Paul Rwy. Co. | 21.84 | 42.75 | 933.66 | 6 | | | | | |
| 143097 | Mason City and Fort Dodge. | Mason City and Fort Dodge R. R. Co. | 73.31 | 48.74 | 3,573.12 | 6 | | | | | |
| 143098 | Sioux City and Manilla | Chicago, Milwaukee and St. Paul Rwy. Co. | 90.49 | 136.90 | 12,379.03 | 13 | | | | | |
| 143099 | Cherokee and Onawa | Paul Rwy. Co. | 61.29 | 59.85 | 3,668.20 | 7.17 | | | | | |
| 143100 | Cherokee, Iowa, and Sioux Falls, S. Dak. | Illinois Central R. R. Co. | 97.32 | 77.81 | 7,572.46 | 7 | | | | | |
| 143101 | Cedar Rapids and Man- chester. | do | 42.56 | 54.72 | 2,328.88 | 12 | | | | | |
| 143102 | Vacant. | | | | | | | | | | |
| 143103 | Des Moines, Iowa, and St. Joseph, Mo. | Chicago Great Western Rwy. Co. | 159.18 | 77.81 | 12,385.79 | 14.53 | | | | | |
| 143104 | Fort Dodge and Lehigh | Mason City and Fort Dodge R. R. Co. | 15.02 | 42.75 | 642.10 | 6 | | | | | |
| 143105 | Ottumwa and Evans | Wabash R. R. Co. | 28.53 | 41.90 | 1,195.40 | 7 | | | | | |
| 143106 | Evans and Harvey | do | 10.40 | 65.84 | 684.73 | 7 | | | | | |
| 143107 | Tara and Fort Dodge | Chicago, Rock Island and Pacific Rwy. Co. | 6.34 | 42.75 | 271.03 | 6 | | | | | |
| 143108 | Malvern and Tabor | Tabor and Northern Rwy. Co. | 9.44 | 42.75 | 403.56 | 12 | | | | | |
| 143109 | Sioux City, Iowa, and Gar- rison, S. Dak. | Sioux City and Northern R. R. Co. | 97.44 | 70.97 | 6,915.31 | 12.59 | | | | | Lap service. Do. |
| 143110 | Birmingham and Ottumwa. | Chicago, Fort Madison and Des Moines Rwy. Co. | 30.55 | 58.14 | 1,776.17 | 6 | | | | | |

Lap service.
Do.

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized miles acc. way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|----------------------------|---|--|------------------------|--|---|--|--|---|---|---|------------------------|
| MISSOURI—continued. | | | | | | | | | | | |
| 145018 | Mount Pleasant, Iowa, and St. Peters, Mo. | St. Louis, Keokuk and Northwestern R. R. Co. | 180.11 | 183.83 | Dollars. | 17.80 | | | Dollars. | | |
| 145019 | Quincy, Ill., and Trenton, Mo. | Quincy, Omaha and Kansas City Rwy. Co. | 138.87 | 76.10 | 10,568.00 | 0 | | | | | |
| 145020 | Pierce City, Mo., and Wichita, Kans. | St. Louis and San Francisco Rwy. Co. | 218.64 | 159.89 | 34,958.32 | 14 | 218.60 | 25.00 | 5,465.00 | 1 line, 40 feet.... | |
| 145021 | Mexico and Cedar City..... | Chicago and Alton R. R. Co. | 50.43 | 66.60 | 3,983.17 | 0 | | | | | |
| 145022 | East St. Louis, Ill., and Kansas City, Mo. | do | 320.70 | 145.35 | 46,613.74 | 21.05 | | | | | |
| 145023 | Cuba and Salem | St. Louis and San Francisco Rwy. Co. | 40.40 | 48.74 | 1,969.09 | 0 | | | | | |
| 145024 | Holden, Mo., and Paola, Kans. | Missouri Pacific Rwy. Co. | 54.73 | 73.53 | 4,024.29 | 7 | | | | | |
| 145025 | Salisbury and Glasgow, Mo. | Wabash R. R. Co. | 15.46 | 42.75 | 660.91 | 0 | | | | | |
| 145026 | Blount and Poplar Bluff..... | St. Louis, Iron Mountain and Southern Rwy. Co. | 90.25 | 371.07 | 129,068.40 | 20.53 | 414.20 | 75.00 | 31,065.00 | { 1 line 60 feet; 1 } { line 40 feet. } | Land grant, 324 miles. |
| 145027 | Poplar Bluff, Mo., and Texarkana, Ark. | do | 324.00 | 396.85 | | | | | | | Land grant. |
| 145027 | Carro, Ill., and Poplar Bluff, Mo. | do | 74.48 | 45.14 | 3,362.02 | 7 | | | | | |
| 145028 | St. Joseph and Hopkins | Kansas City, St. Joseph and Council Bluffs R. R. Co. | 59.00 | 140.22 | 8,272.08 | 14 | | | | | |
| 145029 | Hannibal and Gilmore..... | St. Louis and Hannibal Rwy. Co. | 86.20 | 78.00 | 6,785.21 | 12 | | | | | |
| 145030 | St. Joseph, Mo., and Atchison, Kans. | Hannibal and St. Joseph R. R. Co. | 21.08 | 123.08 | 2,613.49 | 14 | | | | | |
| 145031 | St. Louis and Florissant..... | St. Louis and Suburban Rwy. Co. | 18.70 | 42.75 | 709.41 | 6 | | | | | |
| 145032 | Atchison, Kans., and Atchison Junction, Mo. | Chicago, Rock Island and Pacific Rwy. Co. | 29.48 | 61.98 | 1,915.60 | 7.54 | | | | | |
| 145033 | Independence and Sedalia..... | Missouri Pacific Rwy. Co. | 80.33 | 84.05 | 7,561.78 | 9.21 | | | | | |
| 145034 | Blount, Mo., and Columbus, Ky. | St. Louis, Iron Mountain and Southern Rwy. Co. | 121.30 | 111.15 | 13,482.79 | 7 | | | | | |
| 145035 | Neelyville and Doniphan..... | do | 19.98 | 42.75 | 854.14 | 0 | | | | | |
| 145036 | Fort Scott, Kans., and Springfield, Mo. | Kansas City, Fort Scott and Memphis R. R. Co. | 103.50 | 169.29 | 17,521.62 | 14 | | | | | |

[illegible]

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.*

| Number of route. | State and termini. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage for railway post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|---------------------|---|--|------------------|----------------------------------|--|-----------------------------------|--|--|--|---|---------------|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| MISSOURI—continued. | | | | | | | | | | | |
| 145065 | Brownwood and Zalma..... | St. Louis, Cape Girardeau and Fort Smith Rwy. Co. | 8.87 | 42.75 | 379.19 | 6 | | | | | |
| 145066 | Willow Springs and Grandin..... | Current River R. R. Co. | 80.72 | 49.59 | 4,202.90 | 6.19 | | | | | |
| 145067 | St. Joseph, Mo., and Atchison, Kans. | Atchison, Topeka and Santa Fe R. R. Co. | 20.68 | 71.82 | 1,485.23 | 21 | | | | | |
| 145068 | St. Louis and St. Peter's..... | St. Louis, Keokuk and Northwestern R. R. Co. | 32.70 | 103.39 | 3,550.80 | 27 | | | | | Lap service. |
| 145069 | Joplin, Mo., and Sulphur Springs, Ark. | Kansas City, Pittsburg and Gulf R. R. Co. | 51.66 | 52.16 | 2,694.58 | 13 | | | | | |
| 145070 | Tower Grove Station (n.o.) and Oak Hill Junction (n.o.) | St. Louis, Oak Hill, and Carondelet Rwy. Co. | 7.04 | 427.50 | 3,009.60 | 24.50 | | | | | |
| 145071 | Riverside Station (n.o.) and Terre Bonne. | Mississippi River and Bonne Terre Rwy. Co. | 32.03 | 47.88 | 1,533.59 | 12 | | | | | |
| 145072 | Delta (n.o.) and Malden..... | St. Louis Southwestern Rwy. Co. | 51.65 | 73.53 | 3,797.82 | 7 | | | | | |
| 145073 | Harlem and Smithville..... | Kansas City and Atlantic R. R. Co. | 21.12 | 43.61 | 921.04 | 15.01 | | | | | |
| 145074 | Union depot, St. Louis, Mo., and termini of all railroads at East St. Louis, Ill. | St. Louis Bridge Company and the Tunnel Railroad Co. of St. Louis. | | | 25,000.00 | | | | | | |
| 145075 | Rich Hill, Mo., and Fort Scott, Kans. | Fort Scott and Eastern Rwy. Co. | 27.40 | 125.09 | 3,443.90 | 7 | | | | | |
| 145076 | Langdon and Rockport..... | Rockport, Langdon and Northern Rwy. Co. | 6.31 | 42.75 | 289.75 | 14 | | | | | |
| 145077 | Hamilton and Kingston..... | Hance, Hamilton and Kingston Rwy. Co. | 9.38 | 42.75 | 400.90 | 14 | | | | | |
| 145078 | Bee Creek and Beverly Station. | Chicago Great Western Rwy. Co. | 23.00 | 74.30 | 1,710.97 | 13 | | | | | |
| 145079 | Campbell and Kennett..... | St. Louis, R. R. Co. | 19.50 | 42.75 | 833.62 | 7 | | | | | |
| 145080 | Greenfield and Aurora..... | Southern R. R. Co. | 36.16 | | 1,067.45 | 6 | | | | | By agreement. |
| 145081 | Kansas City and Hume..... | Kansas City, Pittsburg and Gulf R. R. Co. | 81.33 | | 1,083.54 | 6 | | | | | Do |

| | | | | | | |
|-----------------------------|--|----------|--------|--------------|-------|-----------------|
| 145082 | Williamsville and Greenville and Northeastern Rwy. Co. | 11.72 | ..... | 475.00 | 6 | Do. |
| 145083 | Bonne Terre and Doe Run | 16.58 | ..... | 708.79 | 6 | Do. |
| 145084 | Rolls Junction (n. o.) and Perry. | 18.14 | 42.61 | 791.02 | 6 | Do. |
| 145085 | Hume and Joplin..... | 74.20 | ..... | 1,125.00 | 6 | Do. |
| 145086 | Commerce and Morley..... | 13.12 | 42.75 | 560.88 | 6 | Pay not fixed. |
| 145087 | Winthrop Junction (n. o.), Mo., and Atchison, Kans. | 2.03 | ..... | ..... | 6 | Do. |
| 145088 | East Leavenworth (n. o.), Mo., and Leavenworth, Kans. | 2.29 | ..... | ..... | 6 | Do. |
| ARKANSAS. | | | | | | |
| 147001 | Memphis, Tenn., and Hope, field, Ark. | 2.00 | 153.90 | 16,682.76 | 14 | Land grant. |
| 147002 | Hopfield and Little Rock | 133.00 | 123.12 | 2,126.85 | 6 | All land grant. |
| 147003 | Helena and Clarendon | 48.77 | 43.61 | 15,211.27 | 7 | |
| 147004 | Little Rock and Fort Smith, Rwy. | 168.49 | 90.28 | 2,465.16 | 6 | |
| 147005 | Malvern and Hot Springs | 22.70 | 108.59 | 2,464.99 | 21 | |
| 147006 | Brinkley and Jacksonport | 60.91 | 42.75 | 2,603.90 | 6 | |
| 147007 | Little Rock and Arkansas City. | 114.02 | 101.75 | 11,601.54 | 9.34 | |
| 147008 | Forest City and Helena | 43.63 | 75.24 | 3,282.72 | 7 | |
| 147009 | Nashville and Hope | 23.97 | 73.53 | 1,969.57 | 14 | |
| 147010 | Gurdon and Camden | 34.69 | 45.32 | 1,572.15 | 6 | |
| 147011 | Searcy and West Point | 8.54 | 43.61 | 372.42 | 6 | |
| 147012 | Knobel and Forest City | 97.48 | 92.34 | 9,001.36 | 7 | |
| 147013 | Seligman, Mo., and Eureka Springs, Ark. | 19.54 | 74.39 | 1,453.58 | 14 | |
| 147014 | Newport and Cushman | 42.19 | 63.27 | 2,669.36 | 6 | |
| 147015 | McNeil and Magnolia | 6.58 | 42.75 | 281.29 | 14 | |
| Arkansas and Louisiana Rwy. | | | | | | |
| | | 7,464.16 | ..... | 1,388,603.63 | ..... | 207,421.75 |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and termin- i. | Title of company. | Length of route. | Pay per milo for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized miles run way post- office cars. | Pay per milo for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|---|---|---|---|---|------------|
| | | | | | | | | | | | |
| | | ARKANSAS—continued. | | | | | | | | | |
| 147016 | Russellville and Dardanelle. | Dardanelle and Russell- ville Rwy. | Miles. 6.15 | Dollars. 49.59 | Dollars. 394.97 | 12.50 | Miles. | Dolla. | Dollars. | | |
| 147017 | Hebron and Antoine. | Southwestern Arkansas and Indian Territory R. R. | 29.84 | 42.75 | 1,275.65 | 6 | | | | | |
| 147018 | Rogers and Bentonville. | Bentonville R. R. | 7.05 | 59.43 | 397.83 | 13 | | | | | |
| 147019 | Fort Smith, Ark., and Paris, Tex. | St. Louis and San Francisco Rwy. | 169.48 | 97.47 | 16,519.21 | 7 | | | | | |
| 147020 | Pine Bluff and English | Pine Bluff and Eastern R. R. | 29.62 | 42.75 | 1,268.25 | 6 | | | | | |
| 147021 | Fayetteville and St. Paul | St. Louis and San Francisco Rwy. | 35.32 | 45.32 | 1,609.76 | 7 | | | | | |
| 147022 | Daleville and Dalark. | Ultima Thule, Arkadelphia and Mississippi Rwy. | 10.57 | 42.75 | 451.87 | 6 | | | | | |
| 147023 | Bald Knob, Ark., and Mem- phis, Tenn. | St. Louis, Iron Mountain and Southern Rwy. | 93.78 | 78.10 | 7,136.65 | 21.24 | | | | | |
| 147024 | Jenson and Mansfield. | St. Louis and San Francisco Rwy. | 18.30 | 65.84 | 1,204.87 | 14 | | | | | |
| 147025 | Fort Smith and Greenwood. | St. Louis, Iron Mountain and Southern Rwy. | 19.20 | 42.75 | 824.64 | 6 | | | | | |
| 147026 | Argenta and Althelmer. | St. Louis Southwestern Rwy. | 43.10 | 42.75 | 1,842.52 | 6 | | | | | |
| 147027 | McGehee and State Line (n. o.) | Houston, Central Arkansas and Northern Rwy. | 46.04 | 64.13 | 2,932.54 | 6 | | | | | |
| 147028 | Brinkley and Pine City (n. o.) | Brinkley, Helena and In- dian Bay R. R. | 24.87 | 43.61 | 1,084.58 | 6 | | | | | |
| 147029 | Texarkana and Fort Lynn. | Texarkana and Shreveport R. R. | 24.12 | 42.75 | 1,031.13 | 6 | | | | | |
| 147030 | Stuttgart and De Witt. | Stuttgart and Arkansas River R. R. | 26.06 | ..... | 800.00 | 6 | | | | | Agreement. |
| 147031 | Canden and El Dorado. | St. Louis, Iron Mountain and Southern Rwy. | 33.25 | 45.32 | 1,508.89 | 6 | | | | | |
| 147032 | Dalark and Sparkmon. | Ultima Thule, Arkadelphia and Mississippi Rwy. | 10.22 | 42.75 | 436.90 | 6 | | | | | |
| 147033 | Texarkana and Allene. | Texarkana and Fort Smith Rwy. | 30.42 | ..... | 845.06 | 7 | | | | | Agreement. |
| 147034 | El Dorado and Cargile. | Arkansas Southern R. R. | 5.18 | 42.75 | 221.44 | 6 | | | | | |

| 147035 | 147036 | Coates (n. o.) and Gregory Sulphur Springs and Siloam Springs. | White and Black River Valley Rwy., Pittsburg and Gulf R. R. | 6.00 | 42.75 | 250.50 | 6 |
|--------|--------|--|---|----------------|------------------|------------|-------|
| | | | | 25.22 | 04.13 | 1,617.35 | 13 |
| | | | | 1,571.85 | | 117,305.47 | |
| | | LOUISIANA. | | | | | |
| 149001 | 149001 | State Line (n. o.) and Blankston. | Houston, Central Arkansas and Northern R. R. | 68.87 | 53.87 | 3,710.01 | 6 |
| 149002 | 149002 | New Orleans and Cheney- ville. | Texas and Pacific Rwy. | 170.40 | 137.00 | 23,457.26 | 10.86 |
| 149003 | 149003 | New Orleans and Morgan City; and La Fayette. | Morgan's La. and Texas R. R. and Steamship Co. | 80.91 64.67 | 173.74 217.17 | 28,092.98 | 14 |
| 149004 | 149004 | Morgan City and Houma. | do. | 15.29 | 42.75 | 653.64 | 14 |
| 149005 | 149005 | Schriever and Thibodeaux. | Natchez, Red River and Texas R. R. | 25.60 | 42.75 | 1,094.40 | 6 |
| 149006 | 149006 | Clinton and Ethel. | Texas and Mississippi Val- ley R. R. | 8.79 | 42.75 | 375.77 | 6 |
| 149007 | 149007 | Slaughter and Woodville. | do. | 41.73 | 44.40 | 1,855.31 | 6 |
| 149008 | 149008 | Vicksburg, Miss., and Shreveport, La. | Vicksburg, Shreveport and Pacific R. | 172.99 | 110.13 | 19,051.38 | 7 |
| 149009 | 149009 | Schriever and Thibodeaux. | Morgan's La. and Texas R. R. and Steamship Co. | 5.26 | 52.16 | 274.36 | 14 |
| 149010 | 149010 | La Fayette, La., and Orange, Tex. | Louisiana Western R. R. | 113.66 | 206.06 | 23,420.77 | 14 |
| 149011 | 149011 | Shreveport and Cheneyville. | Texas and Pacific Rwy. | 157.87 | 124.83 | 19,681.94 | 7 |
| 149012 | 149012 | Cades and Saint Martinville. | Morgan's La. and Texas R. R. and Steamship Co. | 7.30 | 45.75 | 312.07 | 14 |
| 149013 | 149013 | Baton Rouge Junction (n. o.) and Baton Rouge. | Texas and Pacific Rwy. | 10.96 | 42.75 | 468.54 | 7 |
| 149014 | 149014 | New Orleans and Covington. | East Louisiana R. R. | 59.80 | 42.75 | 2,556.45 | 7 |
| 149015 | 149015 | Baldwin and Louisa. | Morgan's La. and Texas R. R. and Steamship Co. | 15.46 | 42.75 | 660.91 | 7 |
| 149016 | 149016 | Shreveport and Logansport. | Houston and Shreveport R. R. | 41.72 | 70.11 | 2,924.98 | 7 |
| 149017 | 149017 | Cypress and Natchitoches. | Natchitoches and Red River Valley R. R. | 12.70 | 48.74 | 618.90 | 14 |
| 149018 | 149018 | Gibeland and Homer. | Louisiana and Northwest R. R. | 19.70 | 43.61 | 859.11 | 14 |
| 149019 | 149019 | New Lewisville, Ark., and Shreveport, La. | St. Louis Southwestern Ry. | 61.54 | 42.75 | 2,630.83 | 6 |
| 149020 | 149020 | New Orleans and Pointe a la Hache. | New Orleans and Southern R. R. | 45.62 | 42.75 | 1,950.25 | 7 |
| 149021 | 149021 | La Fayette and Cheneyville. Cheneyville to Alexandria. | Morgan's La. and Texas R. R. and Steamship Co. | 61.60 24.10 | 48.74 | 3,002.38 | 7 |
| 149022 | 149022 | New Iberia and Avery Island. | do. | 10.04 | 42.75 | 420.21 | 7 |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and termin- i. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized mile- age rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|---|--|---|---|---|----------------|
| | LOUISIANA—continued. | | Miles. | Dollars. | Dollars. | | Miles. | Dollars. | Dollars. | | |
| 149023 | Minden and Laneville..... | Minden R. R. and Compress Co. | 6.00 | 42.75 | 258.50 | 14 | | | | | |
| 149024 | Algiers and City Price..... | New Orleans, Fort Jackson and Grand Isle R. R. | 40.38 | 57.29 | 2,313.37 | 6 | | | | | Agreement. |
| 149025 | Gibland and Bienville..... | Louisiana and Northwest R. R. | 16.42 | | 300.00 | 6 | | | | | Do. |
| 149026 | Natchez, Miss., and Ray- ville, La. | New Orleans and North- western Rwy. | 77.67 | | 2,300.00 | 6 | | | | | Do. |
| 149027 | City Price and Buras | New Orleans, Fort Jackson and Grand Isle R. R. | 19.75 | 42.75 | 844.31 | 6 | | | | | Do. |
| 149028 | Mandeville Junction (n. o.) and Mandeville. | East Louisiana R. R. | 11.39 | 42.75 | 486.92 | 7 | | | | | |
| 149029 | Lake Charles and Alexan- drin. | Kansas City, Watkins and Gulf Rwy. | 100.80 | | 3,748.75 | 6 | | | | | |
| 149030 | Blakaton and Alexandria.. | St. Louis, Iron Mountain and Southern Rwy. | 80.62 | 75.24 | 6,065.84 | 7 | | | | | |
| 149031 | Bastrop and Collins..... | New Orleans and North- western Rwy. | 7.22 | 42.75 | 308.05 | 6 | | | | | |
| 149032 | I. and V. Junction (n. o.) and Abbeville. | Iberia and Vermillion R. R. | 16.43 | 42.75 | 702.38 | 7 | | | | | Pay not fixed. |
| 149033 | Rayville and Collins | New Orleans and North- western Rwy. | 17.12 | | | 6 | | | | | |
| | | | <u>1,090.14</u> | | <u>155,408.26</u> | | | | <u>10,741.00</u> | | |
| | TEXAS. | | | | | | | | | | |
| 150001 | Houston and Galveston.... | International and Great Northern R. R. | 51.31 | 142.79 | 7,326.55 | 28 | | | | | |
| 150002 | Houston and San Antonio... | Galveston, Harriaburg and San Antonio Rwy. | 215.65 | 156.47 | 33,742.75 | 14 | | | | | |
| 150003 | Houston and Denison..... | Houston and Texas Central Rwy. | 338.38 | 182.97 | 61,913.38 | 15.52 | | | | | |
| 150004 | Hempstead and Austin..... | do | 115.10 | 97.47 | 11,218.79 | 14 | | | | | |

| 147035 | Coates (n. o.) and Gregory Valley Rwy. | White and Black River Valley Rwy. | 6.00 | 42.75 | 250.50 | 6 |
|--------|---|--|----------|--------|------------|-------|
| 147036 | Sulphur Springs and Siloam Springs. | Gulf R. R. | 25.22 | 04.13 | 1,017.35 | 13 |
| | | | 1,571.85 | | 117,305.47 | |
| | LOUISIANA. | | | | | |
| 149001 | State Line (n. o.) and Blankston. | Houston, Central Arkansas and Northern R. R. | 08.87 | 53.87 | 3,710.01 | 0 |
| 149002 | New Orleans and Cheneyville. | Texas and Pacific Rwy | 170.40 | 137.66 | 23,457.26 | 10.86 |
| 149003 | New Orleans and Morgan City. | Morgan's La. and Texas R. R. and Steamship Co. | 80.91 | 173.74 | 28,092.98 | 14 |
| 149004 | Schriever and Houma. | do | 64.67 | 217.17 | | |
| 149005 | Vidalia and Jonesville | Natchez, Red River and Texas R. R. | 15.29 | 42.75 | 653.64 | 14 |
| | | | 25.60 | 42.75 | 1,094.40 | 0 |
| 149006 | Clinton and Ethel | Yazoo and Mississippi Valley R. R. | 8.70 | 42.75 | 375.77 | 0 |
| 149007 | Slaughter and Woodville. | do | 41.73 | 44.46 | 1,855.31 | 0 |
| 149008 | Vicksburg, Miss., and Shreveport, La. | Vicksburg Shreveport and Pacific R. R. | 172.99 | 110.13 | 19,051.38 | 7 |
| 149009 | Schriever and Thibodeaux | Morgan's La. and Texas R. R. and Steamship Co. | 5.26 | 52.16 | 274.36 | 14 |
| 149010 | La Fayette, La., and Orange, Tex. | Louisiana Western R. R. | 113.66 | 206.06 | 23,420.77 | 14 |
| 149011 | Shreveport and Cheneyville. | Texas and Pacific Rwy | 157.67 | 124.83 | 19,681.94 | 7 |
| 149012 | Cadez and Saint Martinville. | Morgan's La. and Texas R. R. and Steamship Co. | 7.30 | 45.75 | 312.07 | 14 |
| 149013 | Baton Rouge Junction (n. o.) and Baton Rouge. | Texas and Pacific Rwy | 10.90 | 42.75 | 468.54 | 7 |
| 149014 | New Orleans and Covington. | East Louisiana R. R. | 50.80 | 42.75 | 2,556.45 | 7 |
| 149015 | Baldwin and Louisa. | Morgan's La. and Texas R. R. and Steamship Co. | 15.48 | 42.75 | 660.91 | 7 |
| 149016 | Shreveport and Logansport. | Houston and Shreveport R. R. | 41.72 | 70.11 | 2,924.98 | 7 |
| 149017 | Cypress and Natchitoches. | Natchitoches and Red River Valley R. R. | 12.70 | 48.74 | 618.90 | 14 |
| 149018 | Gibeland and Homer | Louisiana and Northwest R. R. | 19.70 | 43.01 | 830.11 | 14 |
| 149019 | New Lewisville, Ark., and Shreveport, La. | St. Louis Southwestern Ry. | 01.54 | 42.75 | 2,630.83 | 0 |
| 149020 | New Orleans and Pointe a la Hache. | New Orleans and Southern R. R. | 45.62 | 42.75 | 1,030.25 | 7 |
| 149021 | La Fayette and Cheneyville. | Morgan's La. and Texas R. R. and Steamship Co. | 61.60 | 48.74 | 3,002.38 | 7 |
| | Cheneyville to Alexandria. | | 24.10 | | | |
| 149022 | New Iberia and Avery Island. | do | 10.04 | 42.75 | 420.21 | 7 |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- nual miles trav- eled per week. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|------------------------------------|---|------------------------|--|---|---|---|---|---|---|----------|
| | | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | |
| TEXAS—continued. | | | | | | | | | | | |
| 150027 | Galveston and Fort Worth. | Gulf, Colorado and Santa Fe Rwy. | 347.66 | 97.47 | 33,886.42 | 8.48 | | | | | |
| 150028 | Whitesboro and Taylor. | Missouri, Kansas and Texas Rwy. | 234.21 | 182.97 | 42,853.40 | 14 | | | | | |
| 150029 | Beaumont and Rockland. | Sabine and East Texas Rwy. | 74.07 | 53.87 | 3,990.15 | 7 | | | | | |
| 150030 | Dallas and Denton. | Missouri, Kansas and Texas Rwy. | 38.46 | 53.87 | 2,071.84 | 14 | | | | | |
| 150031 | Dallas and Kemp. | Texas Trunk R. R. | 49.26 | 42.75 | 2,105.80 | 0 | | | | | |
| 150032 | Mineola and Troup. | International and Great Northern R. R. | 44.59 | 66.40 | 3,049.95 | 14 | | | | | |
| 150033 | San Antonio and Corpus Christi. | San Antonio and Arkansas Pass Rwy. | 150.47 | 71.82 | 10,800.75 | 8.92 | | | | | |
| 150034 | Phelps and Huntsville. | International and Great Northern Rwy. | 8.33 | 50.45 | 420.24 | 14 | | | | | |
| 150035 | Dallas and Weatherford. | Gulf, Colorado and Santa Fe Rwy. | 94.40 | 70.11 | 6,618.38 | 11 | | | | | |
| 150036 | Rosenberg and Victoria. | New York, Texas and Mex- ican Rwy. | 92.04 | 78.66 | 7,239.86 | 7 | | | | | |
| 150037 | Fort Worth and Texline. | Fort Worth and Denver City Rwy. | 482.05 | 130.82 | 59,215.07 | 8.51 | | | | | |
| 150038 | Austin and Burnet. | Austin and Northwestern R. R. | 61.16 | 72.68 | 4,445.10 | 0 | | | | | |
| 150039 | San Antonio and El Paso. | Galveston, Harrisburg and San Antonio Rwy. | 635.40 | 92.34 | 58,672.83 | 7 | | | | | |
| 150040 | Harwood and Gonzales. | do. | 12.86 | 44.46 | 571.75 | 7 | | | | | |
| 150041 | Echo and Belton. | Missouri, Kansas and Texas Rwy. | 6.73 | 55.58 | 374.05 | 14 | | | | | |
| 150042 | Garrett and Roberts. | Texas Midland R. R. | 52.21 | 42.75 | 2,231.97 | 0 | | | | | |
| 150043 | Spartford and Eagle Pass. | Galveston, Harrisburg and San Antonio Rwy. | 35.65 | 56.43 | 2,011.72 | 7 | | | | | |
| 150044 | Taylor and Lufkin. | Tyler Southeastern Rwy. | 90.07 | 60.71 | 5,408.14 | 7 | | | | | |
| 150045 | Beaumont and Sabine Pass. | Sabine and East Texas Rwy. | 30.60 | 42.75 | 1,311.99 | 3 | | | | | |
| 150046 | Trinity and Colmenell. | Missouri, Kansas and Texas Rwy. | 67.17 | 45.32 | 3,044.14 | 7 | | | | | |
| 150047 | Houston and Alvin. | Gulf, Colorado and Santa Fe Rwy. | 34.54 | 51.30 | 1,258.90 | 21 | | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Auth- orized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|--|---|---|---|---|-------------------|
| TEXAS—continued. | | | | | | | | | | | |
| 150074 | Austin Junction (n. o.) and Lockhart. | San Antonio and Aransas Pass Rwy. | Miles. 53.94 | Dollars. 42.75 | Dollars. 2,305.93 | 6 | | | | | |
| 150075 | Ross and Albany. | Texas Central R. R. | 175.73 | 78.66 | 13,822.92 | 8.32 | | | | | |
| 150076 | Waco and Lott. | San Antonio and Aransas Pass Rwy. | 28.27 | 42.75 | 1,208.54 | 6 | | | | | |
| 150077 | Skidmore and Alice. | do. | 43.00 | 42.75 | 1,838.25 | 6 | | | | | |
| 150078 | Wichita Falls and Seymour. | Wichita Valley Rwy. | 52.34 | 46.17 | 2,416.53 | 6 | | | | | |
| 150079 | Pecos and State Line (n. o.). | Pecos River R. R. | 53.55 | 64.13 | 3,434.16 | 7 | | | | | |
| 150080 | Dublin and Comanche. | Fort Worth and Rio Grande Rwy. | 22.59 | 74.39 | 1,680.47 | 6 | | | | | |
| 150081 | Waxahachie and Hillaboro. | Missouri, Kansas and Texas Rwy. | 35.47 | 77.81 | 2,759.92 | 6 | | | | | |
| 150082 | Weatherford and Mineral Wells. | Weatherford, Mineral Wells and Northwestern Rwy. | 23.49 | 55.58 | 1,305.57 | 6 | | | | | |
| 150083 | Comanche and Brownwood. | Fort Worth and Rio Grande Rwy. | 30.66 | 67.55 | 2,071.08 | 6 | | | | | |
| 150084 | Lexington and Lott. | San Antonio and Aransas Pass Rwy. | 58.30 | | 1,899.98 | 6 | | | | | |
| 150085 | Laredo and Minera. | Rio Grande and Eagle Pass Rwy. | 27.00 | | 625.00 | 6 | | | | | Agreement. Do. |
| 150086 | Cheango Junction (n. o.) and Velasco. | Velasco Terminal Rwy. | 20.25 | 47.03 | 952.35 | 6 | | | | | |
| 150087 | Hearne and Stone City. | Hearne and Brazos Valley R. R. | 18.09 | 42.75 | 811.82 | 6 | | | | | |
| 150088 | Fairland and Llano. | Austin and Northwestern R. R. | 29.65 | 68.40 | 2,023.06 | 6 | | | | | |
| 150089 | Terral Ind. T., and Bowie, Tex. | Chicago, Rock Island and Texas Rwy. | 25.22 | 80.37 | 2,026.93 | 7 | | | | | |
| 150090 | Marshall and Harleton. | Paris, Marshall and Sabine Pass Rwy. | 18.08 | | 218.00 | 6 | | | | | Do. |
| 150091 | Virginia Point (n. o.) and North Galveston. | North Galveston, Houston and Kansas City R. R. | 15.81 | 42.75 | 680.15 | 7 | | | | | |
| 150092 | Houston and Fayetteville. | Missouri, Kansas and Texas Rwy. | 85.03 | 112.01 | 9,300.19 | 14 | | | | | |

| | | | | | | |
|-------------------|--|---|---------------|------------------|--------------|--|
| 150023 | Bowie and Forth Worth..... | Chicago, Rock Island and Texas Rwy. | 60.40 | 2,969.41 | 6 | Do. |
| 150004 | Deuison and Sherman..... | Missouri, Kansas and Texas Rwy. | 11.41 42.75 | 487.77 14 | | |
| | | | 9,328.51 | 922,653.31 | | 19,000.50 |
| INDIAN TERRITORY. | | | | | | |
| 153001 | Atoka and Lehigh..... | Missouri, Kansas and Texas Rwy. | 9.25 42.75 | 648.18 12 | | |
| | Lehigh and Congate..... | | 5.01 50.45 | | | |
| 153002 | Vinita and Sapulpa..... | St. Louis and San Francisco Rwy. | 78.73 47.88 | 3,750.44 7 | | All land grant. |
| 153003 | Arkansas City, Kans., and Purcell, Ind. T. | Atchison, Topeka and Santa Fe R. R. | 154.51 114.57 | 17,702.21 14 | | |
| 153004 | Atoka, Kans., and Panhandle, Tex. | do | 217.21 50.00 | 12,815.39 7 | | |
| 153005 | Fort Smith, Ark., and Coffeyville, Kans. | Kansas and Arkansas Valley Rwy. | 104.96 62.42 | 10,296.80 7 | | |
| 153006 | South McAlester and Wister. | Choctaw Coal and Rwy. Co. | 65.04 | 2,000.00 6 | | Agreement. |
| 153007 | Minco and Terral..... | Chicago, Rock Island and Pacific Rwy. | 101.45 87.21 | 8,847.45 7 | | |
| | | | 785.76 | 56,060.47 | | |
| OKLAHOMA. | | | | | | |
| 154001 | Oklahoma and Fort Reno..... | Choctaw Coal and Rwy. Co. | 31.00 | 930.00 6 | | Do. |
| | | | 31.00 | 930.00 | | |
| KANSAS. | | | | | | |
| 155001 | Kansas City, Mo., and Denver, Colo. | Union Pacific Rwy. | 639.73 243.68 | 155,889.40 16.03 | 639.15 50.00 | 31,957.50 2 lines of 40 feet. |
| 155002 | Lawrence and Leavenworth. | do | 34.88 48.74 | 1,700.05 7 | | 394 miles added; 245.73 miles donated. |
| 155003 | Atchison and Waterville..... | Central Branch Union Pacific R. R. | 100.28 158.18 | 15,862.29 13 | | Nonaided. |
| 155004 | Lawrence and Coffeyville..... | Atchison, Topeka and Santa Fe R. R. | 141.85 112.86 | 16,009.19 12.45 | | Aided, but pay not withheld. |
| 155005 | Cherryvale and Hume well. | do | 131.55 117.14 | 15,409.76 8.53 | | All land grant. |
| 155006 | Kansas City, Mo., and Ottawa, Mo. | do | 58.76 174.42 | 10,248.91 21.50 | | |
| | St. Joseph, Mo., and Hastings, Neb. | do | 227.00 103.29 | | | |
| 155007 | Hastings, Neb., and Grand Island, Neb. | St. Joseph and Grand Island R. R. Co. | 25.00 129.11 | 20,646.20 13 | | Land grant. |
| 155008 | Kansas City, Mo., and Webb City, Mo. | Kansas City, Fort Scott and Memphis R. R. | 181.40 151.34 | 27,453.07 14.46 | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Number of route. | State and termini. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage for railway post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|------------------|---|--|------------------|----------------------------------|--|-----------------------------------|--|--|--|--|--|
| | KANSAS—continued. | | | | | | | | | | |
| 155000 | Junction City and Parsons. | Missouri, Kansas and Texas Rwy. | 157.36 | 65.66 | 10,332.25 | 7 | | | | | All land grant. |
| 155010 | Atchison and State Line (n. o.) and Pueblo, Colo. | Atchison, Topeka and Santa Fe R. R. | 470.76 | 276.34 | 181,401.95 | 10.37 | 504.39 | 50.00 | 47,933.90 | 1 line 60 and 1 line 50 feet 1 line 50 feet | Topeka to La Junta. La Junta to Pueblo. Atchison to State Line (n. o.) 470.76 miles, land grant. |
| 155011 | Newton and Arkansas City | do | 79.02 | 153.05 | 12,094.01 | 21 | | | | | Rule V (n. o.) to Table Rock, Nebr. |
| 155012 | Atchison and Columbus, Nebt. | Burlington and Missouri River R. R. in Nebraska. | 223.28 | 139.37 | 31,118.53 | 11.09 | 41.60 | 25.00 | 1,040.00 | 1 line 40 feet. | Nonadded. |
| 155013 | Leavenworth and Miltonvale | Kansas Central R. R. | 165.94 | 69.26 | 11,493.00 | 6 | | | | | Do. |
| 155014 | Vacant. | | | | | | | | | | |
| 155015 | Junction City and Concordia | Junction City and Fort Kearney Rwy. | 71.07 | 78.66 | 5,590.37 | 11.98 | | | | | |
| 155016 | Topeka and Kansas City, Mo. | Atchison, Topeka and Santa Fe R. R. | 66.88 | 437.76 | 29,277.38 | 17.50 | 60.48 | 90.00 | 5,983.20 | 1 line 60 and 1 line 50 feet. | Lap over 155008. |
| 155017 | Florence and Winfield | do | | | | | | | | | |
| 155018 | Kansas City, Mo., Paola Station (n. o.). | Missouri, Kansas and Texas Rwy. | 75.19 | 65.84 | 4,860.50 | 8.05 | | | | | |
| 155019 | Ottawa and Burlington | Atchison, Topeka and Santa Fe R. R. | 46.68 | 61.56 | 2,873.02 | 12 | | | | | |
| 155020 | Girard and Joplin, Mo. | St. Louis and San Francisco Rwy. | 39.53 | 59.00 | 2,362.27 | 14 | | | | | |
| 155021 | Waterville and Washington. | Central Branch Union Pacific R. R. | 20.62 | 134.24 | 2,768.02 | 14.81 | | | | | |
| 155022 | Greenleaf and Concordia. | do | 41.75 | 149.63 | 6,247.05 | 13 | | | | | |
| 155023 | Emporia and Howard | Atchison, Topeka and Santa Fe R. R. | 77.39 | 65.84 | 5,095.85 | 8.60 | | | | | |
| 155024 | Cherryvale and Arcadia | Kansas City, Fort Scott and Memphis R. R. | 73.98 | 69.26 | 5,123.85 | 7 | | | | | |
| 155025 | Solomon City and Beloit | Solomon R. R. | 57.75 | 79.62 | 4,592.28 | 13 | | | | | |
| 155026 | Concordia and Lenora | Central Branch Union Pacific R. R. | 138.45 | 111.15 | 15,388.72 | 9.50 | | | | | Nonadded. |
| 155027 | Yuma (n. o.) and Warwick. | do | 30.88 | 53.87 | 1,663.50 | 7 | | | | | |

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|--------|--|---|--------|--------|-----------|-------|-----|
| 155028 | Salina and McPherson | Salina and Southwestern Rwy. | 30.60 | 48.17 | 1,080.82 | 7 | Do. |
| 155029 | Downs and Alton | Central Branch Union Pacific R. R. | 24.12 | 58.14 | 1,402.33 | 7 | |
| 155030 | Florence and Ellinwood | Atchison, Topeka and Santa Fe R. R. | 99.00 | 60.20 | 6,802.97 | 7 | |
| 155031 | Pado and Le Roy | Missouri Pacific Rwy. | 58.78 | 117.90 | 6,935.45 | 14.88 | |
| 155032 | Janestown and Burr Oak | Central Branch Union Pacific R. R. | 33.97 | 47.03 | 1,597.60 | 12 | |
| 155033 | Oswatimie and Ottawa | Missouri Pacific Rwy. | 21.40 | 132.53 | 2,836.14 | 7 | |
| 155034 | Burlington and Manhattan | Missouri Pacific Rwy. | 57.21 | 47.03 | 2,060.58 | 6 | |
| 155035 | Wellington and Kiowa | Atchison, Topeka and Santa Fe R. R. | 68.77 | 85.50 | 5,879.83 | 7 | |
| 155036 | Fort Scott and Anthony | Fort Scott, Wichita and Western Rwy. | 214.53 | 100.04 | 21,461.58 | 19.04 | |
| 155037 | Mulvane and Caldwell | Atchison, Topeka and Santa Fe R. R. | 39.41 | 79.52 | 3,193.88 | 6 | |
| 155038 | Leavenworth and Meriden Junction (n. o.) | Leavenworth, Topeka and Southwestern Rwy. | 46.08 | 43.61 | 2,035.71 | 7 | |
| 155039 | Pittsburg and Chanute | Atchison, Topeka and Santa Fe R. R. | 54.84 | 46.17 | 2,531.90 | 7 | |
| 155040 | Atchison and Omaha, Nebr. | Missouri Pacific Rwy. | 136.16 | 100.04 | 16,622.64 | 12.27 | |
| 155041 | Ottawa and Emporia | Atchison, Topeka and Santa Fe R. R. | 57.28 | 46.17 | 2,643.69 | 6 | |
| 155042 | Wichita and Kingman | Wichita and Western Rwy. | 45.95 | 74.39 | 3,418.22 | 10 | |
| 155043 | Weir City Junction (n. o.) | Kansas City, Fort Scott and Memphis R. R. | 7.00 | 42.75 | 299.24 | 14 | |
| 155044 | Lawrenceburg and Belleville | Junction City and Fort Kearney Rwy. | 17.27 | 62.42 | 1,077.90 | 7 | Do. |
| 155045 | Butler, Mo., and Le Roy | Kansas and Colorado Pacific Rwy. | 80.17 | 46.17 | 3,701.44 | 0 | |
| 155046 | Eldorado and McPherson | Fort Scott, Wichita and Western Rwy. | 62.36 | 46.17 | 2,879.16 | 7 | |
| 155047 | Alton and Stockton | Rooks County R. R. | 19.07 | 46.17 | 880.46 | 7 | |
| 155048 | Attica and Medicine Lodge | Atchison, Topeka and Santa Fe R. R. | 21.61 | 48.74 | 1,053.27 | 7 | |
| 155049 | Beaumont and Anthony | St. Louis and San Francisco Rwy. | 117.03 | 58.14 | 6,804.12 | 7 | |
| 155050 | Council Grove and Salina | Kansas and Colorado Pacific Rwy. | 71.35 | 120.56 | 8,601.95 | 7 | |
| 155051 | Wichita and Hutchinson | do | 48.02 | 76.95 | 3,695.13 | 14 | |
| 155052 | Hutchinson and Kinsley | Atchison, Topeka and Santa Fe R. R. | 84.54 | 64.98 | 5,493.40 | 13 | |
| 155053 | Independence and Cedarvale | do | 56.12 | 47.03 | 2,039.32 | 7 | |
| 155054 | Manhattan and Marysville | Omaha and Republican Valley R. R. | 55.56 | 78.60 | 4,370.34 | 7 | Do. |
| 155055 | Quenemo and Oage City | Atchison, Topeka and Santa Fe R. R. | 20.71 | 42.75 | 885.33 | 12 | |
| 155056 | Chetopa and Belle Plaine | Kansas and Colorado Pacific Rwy. | 146.19 | 72.68 | 10,625.08 | 7.52 | |

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1894*—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|------------------------------------|---|------------------------|--|---|---|--|---|---|---|-------------|
| | | | | | | | | | | | |
| | KANSAS—continued. | | Miles. | Dollars. | Dollars. | | Miles. | Dolla. | Dollars. | | Nonaudited. |
| 155057 | Salina and Zurich | Union Pacific, Lincoln and Colorado Rwy. | 111.63 | 72.68 | 8,113.26 | 6 | | | | | |
| 155058 | Belle Plaine and Larned | Kansas and Colorado Pacific Rwy. | 128.37 | 56.43 | 7,243.91 | 7 | | | | | |
| 155059 | Great Bend and Selkirk | Atchison, Topeka and Santa Fe R. R. | 155.43 | 55.58 | 8,638.79 | 7 | | | | | |
| 155060 | Topeka and Fort Scott | Kansas and Colorado Pacific Rwy. | 131.40 | 50.45 | 6,628.13 | 6 | | | | | |
| 155061 | Larned and Jetmore | Atchison, Topeka and Santa Fe R. R. | 46.94 | 42.75 | 2,006.08 | 6 | | | | | |
| 155062 | Kingman and Mullinville | Wichita and Western Rwy. | 76.28 | 64.13 | 4,891.83 | 7 | | | | | |
| 155063 | Le Roy and Dearing | Kansas and Colorado Pacific Rwy. | 81.64 | 77.81 | 6,382.40 | 8.45 | | | | | |
| 155064 | Howard and Moline | Atchison, Topeka and Santa Fe R. R. | 8.77 | 56.43 | 491.89 | 7 | | | | | |
| 155065 | Little River and Hollyrood | do | 20.42 | 42.75 | 1,120.45 | 6 | | | | | |
| 155066 | Chanute and Longton | do | 45.08 | 56.43 | 2,543.86 | 7 | | | | | |
| 155067 | Ottawa and Council Grove | Kansas and Colorado Pacific Rwy. | 71.00 | 128.25 | 9,105.75 | 7 | | | | | |
| 155068 | Mulvane and Englewood | Atchison, Topeka and Santa Fe R. R. | 167.07 | 72.68 | 12,142.64 | 6 | | | | | |
| 155069 | Benedict and Madison | do | 48.24 | 42.75 | 1,976.78 | 6 | | | | | |
| 155070 | Salina and McCracken | Kansas and Colorado Pacific Rwy. | 135.78 | 111.15 | 13,980.44 | 7 | | | | | |
| 155071 | Hoisington and Great Bend | do | 10.51 | 46.17 | 485.24 | 14 | | | | | |
| 155072 | Colony and Yates Center | Atchison, Topeka and Santa Fe R. R. | 25.52 | 42.75 | 1,060.98 | 6 | | | | | |
| 155073 | Anthony and Kiowa | Fort Scott, Wichita and Western Rwy. | 30.28 | 59.00 | 1,786.52 | 7 | | | | | |
| 155074 | Hutchinson and Geneseo | Kansas and Colorado Pacific Rwy. | 41.36 | 64.13 | 2,682.41 | 7 | | | | | |
| 155075 | St. Joseph, Mo., and Liberal | Chicago, Rock Island and Pacific Rwy. | 434.44 | 184.24 | 58,319.22 | 13.09 | | | | | |
| 155076 | Horton and Nelson, Nebr. | do | 167.02 | 135.09 | 22,562.73 | 11.52 | | | | | |
| 155077 | Bazaar and Barnard | Atchison, Topeka and Santa Fe R. R. | 132.65 | 65.84 | 8,733.67 | 6.90 | | | | | |

| | | | | | | | | | | |
|--------|--|---|--------|--------|-----------|-------|-------|-------|--------|--|
| 155078 | Roper and Peru Junction (n. o.) | Le Roy and Caney Valley Air Line R. R. | 51.12 | 46.17 | 2,360.21 | 7 | | | | |
| 155079 | Kansas City, Mo., and Beatrie, Nebr. | Kansas City, Wyandotte and Northwestern R. R. | 175.47 | 71.92 | 12,602.25 | 3.85 | | | | |
| 155080 | Burlington and Gridley | Atchison, Topeka and Santa Fe R. R. | 11.13 | 42.75 | 475.90 | 3 | | | | |
| 155081 | Olcott and Inka | Kansas Southwestern Rwy. | 19.99 | 42.75 | 854.57 | 7 | | | | |
| 155082 | Herrington and El Reno, Okla. | Chicago, Rock Island and Pacific Rwy. | 232.10 | 95.76 | 24,121.42 | 7 | | | | |
| 155083 | El Reno, Okla., and Minco, Ind. T. | | 14.78 | 128.25 | | | | | | |
| 155083 | Coffeyville and Paoli | Missouri, Kansas and Texas Rwy. | 125.63 | 100.04 | 12,568.02 | 12.28 | | | | |
| 155084 | McCracken and Towner, Colo. | Kansas and Colorado Pacific Rwy. | 141.54 | 97.47 | 13,795.90 | 7 | | | | |
| 155085 | Oakley and Colby | Union Pacific, Lincoln and Colorado Rwy. | 22.05 | 56.43 | 1,244.28 | 6 | | | | Do. |
| 155086 | Geneseo and Kanopolis | Kanopolis and Kansas Central Rwy. | 14.69 | 42.75 | 627.99 | 3 | | | | |
| 155087 | Wichita and Ellsworth | St. Louis and San Francisco Rwy. | 105.15 | 78.66 | 8,271.10 | 9.28 | 33.50 | 25.00 | 837.50 | Wichita to Burton. |
| 155088 | Manchester and Superior | Atchison, Topeka and Santa Fe R. R. | 81.16 | 67.55 | 5,482.35 | 7 | | | | |
| 155089 | Bellville and McFarland | Chicago, Rock Island and Pacific Rwy. | 104.77 | 124.83 | 13,078.43 | 14 | | | | |
| 155090 | Le Roy and Madison | Kansas and Colorado Pacific Rwy. | 30.08 | 44.46 | 1,337.35 | 6 | | | | |
| 155091 | Kansas City, Mo., and Paola | Kansas City and Southwestern Rwy. | 54.07 | 150.48 | 8,136.45 | 14 | | | | |
| 155092 | Bucklin and Dodge City | Chicago, Rock Island and Pacific Rwy. | 26.54 | 64.98 | 1,724.56 | 10 | | | | |
| 155093 | Dexter and Arkansas City | Kansas and Colorado Pacific Rwy. | 26.19 | 42.75 | 1,119.62 | 7 | | | | |
| 155094 | Warwick and Prosser, Nebr. | Pacific Rwy. Co. in Nebraska. | 72.59 | 47.88 | 3,475.60 | 7 | | | | |
| 155095 | Gypsum and Marquette | Kansas and Colorado Pacific Rwy. | 27.52 | 42.75 | 1,176.48 | 7 | | | | |
| 155096 | Herrington and Salina | Chicago, Rock Island and Pacific Rwy. | 49.93 | 42.75 | 2,134.50 | 7 | | | | |
| 155097 | Vacant. | | | | | | | | | Nonaided. |
| 155098 | Zurich and Colby | Union Pacific, Lincoln and Colorado Rwy. | 93.51 | 65.84 | 6,156.69 | 6 | | | | |
| 155099 | Manager Junction (n. o.) and Leavenworth Station (n. o.) | Kansas City, Wyandotte and Northwestern R. R. | 12.40 | 42.75 | 530.10 | 14 | | | | |
| 155100 | Kansas City, Mo., and North Topeka Station (n. o.) | Chicago, Rock Island and Pacific Rwy. | 67.20 | 45.31 | 3,044.83 | 28 | | | | Agreement to June 30, 1894 on 11.59 miles. |
| 155101 | Hutchinson and Anthony | Hutchinson and Southern R. R. | 71.59 | 54.72 | 3,917.40 | 13 | | | | Pay not fixed. |
| 155102 | Anthony and Cameron | | 11.59 | | 248.00 | | | | | |
| 155102 | Fort Scott and Cornell Station (n. o.) | Missouri Pacific Rwy. | 29.99 | | | 6 | | | | |

Cap over 15500.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Number of route. | State and termini. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage for railway post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|--|------------------|----------------------------------|--|-----------------------------------|--|--|--|--|---|
| KANSAS—continued. | | | | | | | | | | | |
| 155103 | Hawthorn and Wilder Junction (n. o.). | Atchison, Topeka and Santa Fe R. R. | 45.01 | ..... | Dollars. 900.00 | 0 | ..... | Dolls. | Dollars. | ..... | Agreement to June 30, 1894. Pay not fixed. |
| 155104 | Abilene and Salina..... | do | 23.36 | ..... | ..... | 0 | ..... | ..... | ..... | ..... |  |
| | | | 0, 206.07 | ..... | 1,047,000.37 | | | | 87,752.10 | | |
| NEBRASKA. | | | | | | | | | | | |
| 157001 | Union Pacific Transfer (n. o.) Iowa and Ogden, Utah. | Union Pacific Rwy | 1,033.70 | 680.13 | 712,353.68 | 21.25 | 374.08 502.50 155.63 | 175.00 150.00 100.00 | 156,552.00 | { 3 lines 60 feet; 1 line 40 feet. 3 lines 60 feet. 2 lines 60 feet.. | Union Pacific Trans- fer to Julesburg. Julesburg to Granger. Granger to Ogden; 1,033.34 miles added; 0.36 miles rounded. |
| 157002 | Asland and Hastings..... | Burlington and Missouri River R. R. in Nebraska. | 121.98 | 250.52 | 30,358.42 | 23.14 | 121.10 | 65.00 | 7,871.50 | 1 line 50 and 1 line 40 feet. | |
| 157003 | Omaha and Sioux City, Iowa | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 123.72 | 120.56 | 14,915.68 | 23.40 | 123.40 | 25.00 | 3,085.00 | 1 line 40 feet. | |
| 157004 | Omaha and Oreoapolis Junction (n. o.). | Burlington and Missouri River R. R. in Nebraska. | 16.60 | 250.52 | 4,158.63 | 21 | 16.60 | 20.00 | 332.00 | 1 line 50 feet.... | |
| 157005 | Nemaha City and York..... | do | 137.41 | 125.60 | 17,271.06 | 8.66 | 51.70 | 25.00 | 1,292.50 | 1 line 40 feet.... | Lincoln to York. |
| 157006 | Crete and Beatrice..... | do | 30.57 | 139.37 | 4,260.54 | 15.51 | ..... | ..... | ..... | ..... | Pay not fixed on 10.27 miles extension to Newcastle. |
| 157007 | Coburn Junction (n. o.) and Newcastle. | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 26.71 | 47.93 | 773.17 | 6 | ..... | ..... | ..... | ..... | Newcastle. Nonadded. |
| 157008 | Valley and Stromsburg..... | Omaha and Republican Valley Rwy. | 90.78 | 116.28 | 10,555.89 | 16.54 | ..... | ..... | ..... | ..... |  |
| 157009 | Hastings and Denver, Colo. | Burlington and Missouri River R. R. in Nebraska. | 387.53 | 181.26 | 70,243.68 | 14 | 131.60 | 65.00 | 8,554.00 | 1 line 50 and 1 line 40 feet. | Hastings to McCook. |
| 157010 | Fremont and Rapid City, S. Dak. | Fremont, Elkhorn, and Missouri Valley R. R. | 510.85 | 160.74 | 82,114.02 | 8.18 | 213.00 | 40.00 | 8,544.00 | 1 line 50 feet.... | Fremont to Long Pine. |
| 157011 | York and Central City..... | Burlington and Missouri River R. R. in Nebraska. | 42.00 | 124.83 | 5,242.80 | 9.74 | 21.80 | 25.00 | 545.00 | 1 line 40 feet.... | York to Aurora |
| 157012 | Columbus and Norfolk..... | Omaha and Republican Valley Rwy. | 50.79 | 106.88 | 5,428.43 | 21.23 | ..... | ..... | ..... | ..... | Nonadded. |

| | | | | | | | |
|--------|---|--|--------|--------|-----------|-------|---|
| 157013 | Lincoln and Maryville | do | 79.08 | 93.20 | 7 370.25 | 10 | Do. |
| 157014 | Valparaiso and Lincoln | do | 20.13 | 106.83 | 2,151.50 | 26 | Do. |
| 157015 | Grand Island and Ord | do | 63.70 | 82.94 | 5,283.27 | 12 | Wymore to Red Cloud. |
| 157016 | Beatrice and Red Cloud | Burlington and Missouri River R. R. in Nebraska. | 120.25 | 176.99 | 21,283.04 | 14 40 | Wymore to Red Cloud. |
| 157017 | Oconee and Albion | Omaha and Republican Valley Rwy. | 34.06 | 77.81 | 2,650.20 | 12 | Nonaided. |
| 157018 | Norfolk Junction (n. o.) and Verdigris. | Fremont, Elkhorn and Missouri Valley R. R. | 54.12 | 60.71 | 3,285.62 | 6 | |
| 157019 | Nemaha City and Beatrice | Burlington and Missouri River R. R. in Nebraska. | 67.90 | 83.79 | 5,689.34 | 6 | |
| 157020 | Wymore and Table Rock | do | 40.37 | 185.54 | 7,490.24 | 14 | |
| 157021 | Emerson and Norfolk | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 47.13 | 106.02 | 4,996.72 | 25 | |
| 157022 | Wakarusa and Hartington | do | 34.06 | 46.17 | 1,572.55 | 6 | |
| 157023 | Vacant | | | | | | |
| 157024 | Chester and Hebron | Burlington and Missouri River R. R. in Nebraska. | 12.20 | 44.46 | 542.41 | 6 | Do. |
| 157025 | Genoa and Cedar Rapids | Omaha and Republican Valley Rwy. | 30.83 | 47.03 | 1,449.93 | 12 | |
| 157026 | De Witt and Superior | Burlington and Missouri River R. R. in Nebraska. | 85.52 | 74.30 | 6,361.83 | 6 | |
| 157027 | Aurora and Grand Island | do | 19.06 | 134.24 | 2,670.43 | 13 | |
| 157028 | Otell and Concordia, Kans. | do | 72.11 | 84.65 | 6,104.11 | 6 | |
| 157029 | Hastings and Oxford | do | 106.15 | 144.50 | 15,338.67 | 10.88 | Red Cloud to Oxford. |
| 157030 | Kearney and Kearney | do | 24.57 | 51.30 | 1,260.44 | 7 | |
| 157031 | Holdrege and Ellwood | do | 28.72 | 107.73 | 3,084.00 | 7 | |
| 157032 | Republican City and Oberlin, Kans. | do | 78.73 | 72.68 | 5,722.09 | 6 | |
| 157033 | St. Paul and Loup City | Omaha and Republican Valley Rwy. | 39.01 | 51.30 | 2,031.99 | 12 | Nonaided. |
| 157034 | Fairmont and Hebron | Burlington and Missouri River R. R. in Nebraska. | 36.39 | 46.17 | 1,680.12 | 7.44 | |
| 157035 | Chadron and Douglas, Wyo. | Fremont, Elkhorn and Missouri Valley R. R. | 140.33 | 74.39 | 10,439.14 | 6 | |
| 157036 | Grand Island and Newcastle, Wyo. | Burlington and Missouri River R. R. in Nebraska. | 424.98 | 97.47 | 41,422.80 | 6 | Grand Island to Seneca. |
| 157037 | Fremont and Lincoln | Fremont, Elkhorn and Missouri Valley R. R. | 52.69 | 84.65 | 4,460.20 | 15.04 | |
| 157038 | Omaha and Ashland | Burlington and Missouri River R. R. in Nebraska. | 31.20 | 298.40 | 9,310.08 | 21 | |
| 157039 | Plattsmouth and Ashland | do | 31.37 | 131.67 | 4,130.48 | 8.90 | Plattsmouth to Oreoopolis Junction (n. o.). |
| 157040 | Weeping Water and Lincoln | Missouri Pacific Rwy. | 35.05 | 82.08 | 2,926.15 | 13 | Oreoopolis Junction (n. o.). |
| 157041 | Scribner and Oakdale | Fremont, Elkhorn and Missouri Valley R. R. | 115.30 | 51.30 | 5,914.89 | 6 | to Ashland. |
| 157042 | Elwood and Cheyenne, Wyo. | Burlington and Missouri River R. R. in Nebraska. | 307.82 | 82.08 | 25,205.86 | 7 | |
| 157043 | Edgar and Holdrege | do | 81.11 | 78.00 | 6,380.11 | 6 | |
| 157044 | Aurora and Hastings | do | 29.83 | 42.75 | 1,274.08 | 6 | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week | An- thor- ized miles for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|----------------------------|--|---|------------------------|--|---|--|--|---|---|---|-----------|
| NEBRASKA—continued. | | | | | | | | | | | |
| 157045 | Fairfield and Stromsburg... | Kansas City and Omaha R. R. | 65.28 | Dollars 83.79 | Dollars 3,469.81 | 6 | Miles. | Dollars. | | | |
| 157046 | Omaha and St. Francis, Kans. | Burlington and Missouri River R. R. in Nebraska. | 134.40 | 83.79 | 11,266.40 | 6 | | | | | |
| 157047 | Weeping Water and Ne- braska City. | Missouri Pacific Rwy. | 25.18 | 111.15 | 2,798.75 | 14 | | | | | |
| 157048 | Nebraska City and Auburn. | do. | 22.83 | 112.86 | 2,576.59 | 14 | | | | | |
| 157049 | Central City and Arcadia... | Burlington and Missouri River R. R. in Nebraska. | 71.07 | 60.71 | 4,314.65 | 6 | | | | | |
| 157050 | Fairbury and Colorado Springs, Colo. | Chicago, Rock Island and Pacific Rwy. | 454.79 | 128.25 | 58,328.81 | 14 | | | | | |
| 157051 | Omaha and Arlington. | Fremont, Elkhorn and Mis- souri Valley R. R. | 28.78 | 131.67 | 3,789.46 | 14 | | | | | |
| 157052 | Platte River Junction (n. o.) and Hastings. | do. | 120.00 | 82.94 | 9,952.80 | 12 | | | | | |
| 157053 | Fairfield and Alma. | Kansas City and Omaha R. R. | 87.50 | 81.23 | 7,107.62 | 6 | | | | | |
| 157054 | Fairbury and McCool Junc- tion. | do. | 50.54 | 42.75 | 2,160.58 | 6 | | | | | |
| 157055 | Palmer and Burwell. | Burlington and Missouri River R. R. in Nebraska | 69.38 | 51.30 | 3,559.19 | 6 | | | | | |
| 157056 | Linwood and Superior. | Fremont, Elkhorn and Mis- souri Valley R. R. | 122.91 | 53.01 | 6,515.45 | 6 | | | | | |
| 157057 | Ashland and Schuyler. | Burlington and Missouri River R. R. in Nebraska | 50.71 | 61.56 | 3,121.70 | 6 | | | | | |
| 157058 | Boelus and Pleasanton. | Omaha and Republican Val- ley Rwy. | 22.76 | 42.75 | 972.98 | 6 | | | | | Nonaided. |
| 157059 | Talmage and Crete. | Missouri Pacific Rwy. | 58.60 | 42.75 | 2,505.15 | 6 | | | | | |
| 157060 | Wayne and Bloomfield. | Chicago, St. Paul, Minne- apoli and Omaha Rwy. | 42.99 | 48.59 | 2,131.87 | 6 | | | | | |
| 157061 | Greely and Ericson. | Burlington and Missouri River R. R. in Nebraska | 18.64 | 42.75 | 796.86 | 3 | | | | | |
| 157062 | Sioux City, Iowa, and O'Neill | Sioux City, O'Neill and Western Rwy. | 129.53 | 64.98 | 8,416.85 | 6 | | | | | |
| 157063 | Kearney and Callaway. | Kearney and Black Hills Rwy. | 66.08 | 51.30 | 3,389.90 | 6 | | | | | |

| 187064 | Union Pacific Transfer (n. o.), Iowa, and Jansen. | Chicago, Rock Island and Pacific Rwy. | 104.12 | 1,111.40 | 6 | Agreement to June 30, 1894. |
|---------------|---|--|----------|--------------|------|-----------------------------|
| | | | | | | |
| 187065 | Cubertson and Imperial | Burlington and Missouri River R. R. in Nebraska. | 49.34 | 2,615.51 | 6 | |
| 187066 | Union and Gilmore Junction (n. o.). | Omaha Southern Rwy. | 25.67 | 1,097.39 | 6 | |
| 187067 | Lincoln and Bethany. | Lincoln Street Rwy. | 5.15 | 220.16 | 6 | Do. |
| 187068 | Lincoln and University Place | do | 4.76 | 203.49 | 6 | Do. |
| 187069 | Lincoln and College View | do | 5.57 | 238.11 | 6 | Do. |
| 187070 | Lincoln and Normal. | do | 4.05 | 188.78 | 6 | Do. |
| SOUTH DAKOTA. | | | 6,750.79 | 1,322,296.56 | | |
| 189001 | Sioux City, Iowa, and Mitchell. | Chicago, Milwaukee and St. Paul Rwy. | 138.35 | 17,270.23 | 8.87 | |
| 189002 | Marion and Chamberlain. | do | 111.56 | 14,307.57 | 12 | |
| 189003 | Plandrean and Sioux Falls. | do | 38.34 | 88.92 | 6 | |
| 189004 | Egan and Woonsocket. | do | 85.29 | 8,596.59 | 6 | |
| 189005 | Milbank and Wilmot. | do | 17.23 | 104.31 | 6 | |
| 189006 | Huron and Columbia. | do | 97.30 | 736.58 | 6 | |
| 189007 | Ashton and Edgeley, N. Dak. | do | 98.96 | 114.57 | 6 | |
| 189008 | Brookings and Watertown. | do | 83.79 | 11,147.66 | 6 | |
| 189009 | Mitchell and Ashton. | Dakota Central Rwy. | 48.20 | 8,124.27 | 6 | |
| 189010 | Centerville and Yankton. | Chicago, Milwaukee and St. Paul Rwy. | 98.24 | 3,956.25 | 12 | |
| 189011 | Andover and Harlem. | Chicago and Northwestern Rwy. | 111.15 | 10,697.07 | 9.42 | |
| 189012 | Columbia and Oakes. | Chicago, Milwaukee and St. Paul Rwy. | 29.28 | 1,527.24 | 12 | |
| 189013 | Redfield and Gettysburg. | Chicago and Northwestern Rwy. | 55.76 | 2,622.39 | 6 | |
| 189014 | Tripp and Armoist. | Chicago and Northwestern Rwy. | 39.57 | 4,127.54 | 6 | |
| 189015 | Escoe and Orient. | Chicago, Milwaukee and St. Paul Rwy. | 75.93 | 5,453.29 | 6 | |
| 189016 | Escoe and Burke. | do | 20.42 | 1,169.86 | 6 | |
| 189017 | Madison and Bristol. | do | 71.82 | 5,453.29 | 6 | |
| 189018 | Doland and Groton. | do | 57.29 | 1,169.86 | 6 | |
| 189019 | Salem and Mitchell. | Chicago and Northwestern Rwy. | 41.63 | 1,779.68 | 6 | |
| 189020 | Rapid City and Whitewood. | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 26.65 | 1,595.09 | 6 | |
| 189021 | Watertown and Huron. | Fremont, Elkhorn and Missouri Valley R. R. | 103.65 | 7,178.79 | 6 | |
| 189022 | Vacant. | Great Northern Rwy. | 39.28 | 1,679.22 | 6 | |
| 189023 | Lead and Piedmont. | Black Hills and Fort Pierre R. R. | 33.08 | 1,097.00 | 6 | |
| 189024 | Whitewood and Deadwood. | do | 36.93 | 4,515.43 | 7 | |
| 189025 | Buffalo Gap and Hot Springs. | Fremont, Elkhorn and Missouri Valley R. R. | 70.72 | 4,636.20 | 6 | |
| | | | 37.29 | 1,785.44 | 6 | |
| | | | 9.64 | 1,022.03 | 6 | |
| | | | 13.67 | 642.90 | 6 | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and terminl. | Title of company. | Length of route. | Pay per milo for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized miles for rail- way post- office cars. | Pay per milo for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|---|---|------------------------|--|---|--|--|---|---|---|----------------|
| | | | <i>Miles.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | <i>Miles.</i> | <i>Dolla.</i> | <i>Dollars.</i> | | |
| SOUTH DAKOTA—continued. | | | | | | | | | | | |
| 159026 | Edgemont and Deadwood.... | Burlington and Missouri River R. R. in Nebr. | 107.90 | 63.27 | 0,826.83 | 6 | | | | | |
| 159027 | Minnehahia and Hot Springs |do | 13.88 | 42.75 | 593.37 | 14 | | | | | |
| 159028 | Vacant. | | | | | | | | | | |
| 159029 | Whitewood and Belle Fourche. | Fremont, Elkhorn and Mis- souri Valley R. R. | 18.96 | 42.75 | 810.54 | 6 | | | | | |
| 159030 | Gettysburg and Forest City | Forest City and Sioux City R. R. | 19.33 | 42.75 | 826.35 | 6 | | | | | |
| 159031 | Sioux Falls and Yankton.... | Willmar and Sioux Falls Rwy | 62.32 | | | 6 | | | | | Pay not fixed. |
| 159032 | Englewood and Spearfish.... | Burlington and Missouri River R. R. in Nebr. | 31.29 | | | 6 | | | | | Do. |
| 159033 | Pluma Station (n.o.) and Lead |do | 1.39 | | | 0 | | | | | Do. |
| | | | 1,619.04 | | 129,143.43 | | | | | | |
| NORTH DAKOTA. | | | | | | | | | | | |
| 161001 | Brookridge, Minn., and Hope. | Great Northern Rwy | 93.16 | 78.66 | 7,327.96 | 5.04 | | | | | |
| 161002 | Fargo and Neche..... |do | 157.00 | 150.89 | 25,246.63 | 9.87 | | | | | |
| 161003 | Everest and Langdon..... |do | 154.94 | 66.69 | 10,332.94 | 0 | | | | | |
| 161004 | Ripon and Portland Junc- tion (n.o.). |do | 41.39 | 66.64 | 2,725.11 | 0 | | | | | |
| 161005 | Fargo and Edgely..... | Northern Pacific R. R. | 109.94 | 63.27 | 6,953.90 | 0.35 | | | | | |
| 161006 | Jamesstown and Leeds..... |do | 108.39 | 72.68 | 7,877.78 | 0 | | | | | |
| 161007 | Sanborn and Cooperstown.... |do | 36.17 | 42.75 | 1,546.26 | 0 | | | | | |
| 161008 | Fargo and Ortonville, Minn. | Chicago, Milwaukee and St. Paul Rwy. | 119.62 | 66.69 | 7,977.45 | 0 | | | | | |
| 161009 | Jamesstown and La Monte.... | Northern Pacific R. R. | 48.85 | 72.68 | 3,350.41 | 0 | | | | | |
| 161010 | Devils Lake and Great Falls, Mont. | Great Northern Rwy | 667.81 | 134.24 | 89,646.81 | 7 | | | | | |
| 161011 | Tintah Junction (n.o.), Minn., and Aberdeen, S. Dak. |do | 119.28 | 69.26 | 8,261.33 | 0 | | | | | |
| 161012 | Valley Junction (n.o.) and | Northern Pacific R. R. | 15.21 | 72.68 | 1,105.46 | 6 | | | | | |

| | | | | | | | |
|----------|--|--|----------|--------|------------|-------|---|
| 161013 | Vacant. | Great Northern Rwy. | 40.80 | 42.75 | 2,128.95 | 3 | Agreement. 1894. Agreement to June 30, 1896. Agreement. |
| 161014 | Rutland and Ellendale | Minneapolis, St. Paul and Fairmount and Onks | 73.40 | 82.94 | 6,087.79 | 6 | |
| 161015 | Vacant. | Sault Ste. Marie Rwy. | | | | | |
| 161016 | Vacant. | Northern Pacific R. R. | 12.14 | 42.75 | 561.73 | 6 | |
| 161017 | Carrington and Sykeston | Minneapolis, St. Paul and Sault Ste. Marie Rwy. | 345.35 | | 6,794.06 | 6 | |
| 161018 | Hamlinson and Fortal | | 2,154.35 | | 188,128.57 | | |
| MONTANA. | | | | | | | |
| 163001 | Silver Bow and Garrison | Montana Union Rwy. | 44.75 | 115.43 | 5,185.49 | 17.25 | |
| 163002 | Logan Station (n. o.) and Butte. | Northern Pacific R. R. | 71.28 | 155.61 | 11,091.88 | 6 | |
| 163003 | Stuart and Anaconda | Montana Union Rwy. | 8.50 | 67.55 | 574.17 | 12 | |
| 163004 | Drummond and Timmsey | Northern Pacific R. R. | 31.59 | 52.16 | 1,647.73 | 7 | |
| 163005 | Butte and Great Falls | Montana Central Rwy. | 172.79 | 122.27 | 21,127.03 | 10 | |
| 163006 | Vacant. | | | | | | |
| 163007 | Clough Junction (n. o.) and Marysville. | Northern Pacific R. R. | 12.47 | 42.75 | 533.09 | 6 | |
| 163008 | Missoula and Gratiotdale | do | 51.04 | 65.84 | 2,360.47 | 6 | |
| 163009 | Silver Bow and Butte. | Montana Union Rwy. | 8.05 | 131.67 | 1,059.94 | 6 | |
| 163010 | Great Falls and Sandcoulee. | Montana Central Rwy. | 16.41 | 42.75 | 701.52 | 6 | |
| 163011 | Laurel Junction (n. o.) and Red Lodge. | Rocky Fork and Cooke City Rwy. | 44.78 | 42.75 | 1,914.34 | 7 | |
| 163012 | Livingston and Cinnabar | Northern Pacific R. R. | 51.00 | 42.75 | 2,180.25 | 3 | |
| 163013 | Boulder Valley and Elkhorn. | do | 20.93 | 42.75 | 894.75 | 7 | |
| 163014 | Vacant. | | | | | | |
| 163015 | Allen Station (n. o.) and Neilhart. | Montana Central Rwy. | 56.45 | 42.75 | 2,413.23 | 2.49 | |
| 163016 | Vacant. | | | | | | |
| 163017 | De Smet Station (n. o.) and Wallace, Idaho. | Northern Pacific R. R. | 129.01 | 42.75 | 5,516.17 | 7 | |
| 163018 | Pacific Junction (n. o.) and Spokane, Wash. | Great Northern Rwy. | 512.24 | | 10,000.00 | 6 | |
| 163019 | Great Falls and Canada Line (n. o.) | Great Falls and Canada Rwy. | 132.50 | | 1,325.00 | 6 | |
| 163020 | Helena Station (n. o.) and Boulder Station (n. o.). | Northern Pacific R. R. | 36.90 | | | 6 | |
| WYOMING. | | | | | | | |
| 164001 | Granger and Huntington, Oreg. | Oregon Short Line and Utah Northern Rwy. | 541.45 | 289.85 | 156,939.28 | 7 | |
| 164002 | Cheyenne and Wendover | Union Pacific, Denver and Wendover and Orin Junction. | 123.27 | 46.17 | 7,007.90 | 6 | |
| 164003 | Douglas and Caspar | Gulf Rwy. | 53.31 | 64.13 | 3,054.12 | 6 | |
| | | Freemont, Elkhorn and Mis- souri Valley R. R. | 57.29 | | | | |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | An- thor- ized miles for rail- way post office cars. | Pay per mile for rail- way post office cars. | Annual rate of pay for rail- way post office cars. | Lines of railway post-office cars authorized. | Remarks. |
|--------------------------|--|---|------------------------|--|---|--|---|--|--|---|--|
| | WYOMING—continued. | | | | | | | | | | |
| 164004 | New Castle and Gillette | Burlington and Missouri River R. R. in Nebraska. | Miles. 76.79 | Dollars. 59.85 | Dollars. 4,585.88 | 6 | | | Dollars. | | |
| 164005 | Gillette and Sheridan | do. | 102.33 | 81.23 | 8,312.26 | 6 | | | | | |
| 164006 | New Castle and Cambria | do. | 7.19 | 42.75 | 307.87 | 6 | | | | | |
| | COLORADO. | | 935.63 | | 180,906.90 | | | | 27,065.00 | | |
| 165001 | Denver and El Moro | Denver and Rio Grande R. R. | 207.25 | 165.02 | 34,200.39 | 19.72 | | | | | Nonaided. |
| 165002 | Eric and Boulder | Denver and Boulder Valley R. R. | 14.43 | 65.84 | 950.07 | 6 | | | | | |
| 165003 | Denver and Fort Collins | Union Pacific, Denver and Gulf Rwy. | 75.60 | 117.99 | 8,920.03 | 11.46 | | | | | |
| 165004 | Fort Garland and Espanola, N. Mex. | Denver and Rio Grande R. R. | 143.95 | 62.42 | 8,985.35 | 6.40 | | | | | Do. |
| 165005 | Denver and Leadville | Denver Leadville and Gun- nison Rwy. | 152.03 | 123.12 | 18,717.93 | 7.75 | | | | | |
| 165006 | La Junta and Deming, N. Mex. | Atchison, Topeka and Santa Fe R. R. | 578.41 | 207.77 | 120,176.24 | 11.20 | 347.50 | 40.00 | 13,900.10 | 1 line 50 feet.... | La Junta to Albuquer- que, N. Mex. Nonaided. |
| 165007 | Denver and Cheyenne, Wyo. Marshall Junction (n. o.) | Union Pacific Rwy. | 107.40 | 163.81 | 17,539.49 | 22.04 | | | | | |
| 165008 | Marshall Junction (n. o.) and Lafayette. | Union Pacific, Denver and Gulf Rwy. | 6.06 | 42.75 | 259.06 | 6 | | | | | |
| 165009 | Poncho Springs and Mon- arch. | Denver and Rio Grande R. R. | 15.99 | 42.75 | 670.74 | 6 | | | | | |
| 165010 | Vacant. | do. | 31.84 | 51.30 | 1,633.39 | 6 | | | | | |
| 165011 | Alamosa and Del Norte | do. | 209.44 | 131.67 | 27,576.96 | 14.46 | | | | | |
| 165012 | Salida and Grand Junction. { Chucaras and La Veta | do. | 21.76 | 42.75 | 930.24 | 6 | | | | | Agreement to June 30, 1894. |
| 165013 | { La Veta and Fort Garland | do. | 35.30 | | | | | | | | Nonaided. |
| 165014 | Schwabers Station (n. o.) and St. Elmo. | Denver Leadville and Gun- nison Rwy. | 20.93 | 42.75 | 894.76 | 6 | | | | | |
| 165015 | Mears and Alamosa | Denver and Rio Grande R. R. | 75.01 | 131.67 | 9,876.56 | 6 | | | | | Pay not fixed on 11.03 miles. |
| 165016 | { Gunnison and Crested Butte { Crested Butte and Ruby | do. | 28.54 11.03 | 42.75 | 1,220.08 | 6 | | | | | |

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|--------|--|---|--------|--------|-----------|------|--|
| 171006 | Washtucna and Moscow, Idaho. | Oregon Short Line and Utah Northern Rwy. | 87.73 | 78.66 | 6,900.84 | 7.87 | |
| 171007 | Renton and Franklin | Columbia and Puget Sound R. R. | 22.21 | 42.75 | 949.47 | 7 | |
| 171008 | Walla Walla and Dayton | Oregon Short Line and Utah Northern Rwy. | 39.42 | 127.40 | 5,022.10 | 7 | |
| 171009 | Wallula and Missoula, Mont. | Northern Pacific R. R. | 419.71 | 112.27 | 59,712.13 | 14 | |
| 171010 | Bolles Junction (n. o.) and Riparia. | Oregon Short Line and Utah Northern Rwy. | 31.50 | 137.66 | 4,336.29 | 7 | |
| 171011 | Pasco and South Prairie | Northern Pacific R. R. | 293.07 | 129.96 | 29,639.97 | 7 | |
| 171012 | Seattle and Stick | do | 23.94 | 194.84 | 4,666.87 | 14 | |
| 171013 | Stuck and Fuyallup Junction (n. o.). | do | 7.44 | 196.80 | 1,456.75 | 14 | |
| 171014 | Starbuck and Pomeroy | Oregon Short Line and Utah Northern Rwy. | 30.56 | 59.00 | 1,803.04 | 7 | |
| 171015 | Marshall and Genesee, Idaho | Northern Pacific R. R. | 104.27 | 70.97 | 7,400.04 | 7 | |
| 171016 | Cofax and Rockford | Oregon Short Line and Utah Northern Rwy. | 61.90 | 117.99 | 7,268.18 | 7 | |
| 171017 | Walla Walla and Pendleton, Oreg. | do | 48.18 | 145.35 | 7,002.96 | 7 | |
| 171018 | Seattle and North Bend | Seattle, Lake Shore and Eastern Rwy. | 59.76 | 54.72 | 3,270.07 | 7 | |
| 171019 | Dunior and Riparia | Oregon Short Line and Utah Northern Rwy. | 24.60 | 134.24 | 3,302.30 | 7 | |
| 171020 | Woodinville and Sumas City | Seattle, Lake Shore and Eastern Rwy. | 102.20 | 78.66 | 7,531.28 | 8 | |
| 171021 | Cheney and Almira | Northern Pacific R. R. | 87.42 | 64.13 | 7,216.90 | 7 | |
| 171022 | Almira and Coulee City | do | 20.70 | 77.81 | 20.70 | 7 | |
| 171023 | Rockford and Spokane | Washington and Idaho R. R. | 27.85 | 108.59 | 3,024.23 | 7 | |
| 171024 | Spokane and Marcus | Spokane Falls and Northern Rwy. | 103.26 | 49.59 | 5,120.66 | 6 | |
| 171025 | Blaine and F. and S. Junction (n. o.). | Fairhaven and Southern R. R. | 41.43 | 86.36 | 3,562.21 | 7 | |
| 171026 | Hunts Junction (n. o.) and Dayton. | Washington and Columbia River Rwy. | 87.30 | 67.55 | 5,897.11 | 7 | |
| 171027 | New Kamilleho and Kamille. | Puget Sound and Grays Harbor R. R. and Transportation Co. | 4.50 | 70.11 | 315.50 | 6 | |
| 171028 | Winona and Aurora | Oregon Short Line and Utah Northern Rwy. | 47.70 | 42.75 | 2,039.17 | 6 | |
| 171029 | Vacant. | Northern Pacific R. R. | 42.29 | 92.34 | 3,905.05 | 6 | |
| 171030 | Centralia and Montesano. | Seattle and Northern Rwy. | 33.53 | 66.60 | 2,236.11 | 6 | |
| 171031 | New Whatcom and Sumas City. | Bellingham Bay and British Columbia R. R. | 23.95 | 42.75 | 1,023.86 | 6 | |
| 171032 | Lake View and Gate City | Northern Pacific R. R. | 43.30 | 84.08 | 3,640.66 | 6 | |
| 171033 | Port Townsend and Quilcene | Port Townsend Southern R. R. | 27.29 | 42.75 | 1,166.64 | 6 | |
| 171034 | Seattle and Fairhaven and Southern Rwy. June. (n. o.). | Seattle and Montana Rwy. | 78.50 | 127.40 | 10,000.90 | 7 | |
| 171035 | Montesano and Ocoche | Northern Pacific R. R. | 24.86 | 57.29 | 1,424.22 | 7 | |

All land grant.

Do.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894.—Continued.

| Num ber of route. | State and termini. | Title of company. | Length of route. <i>Miles.</i> | Pay per mile for trans- porta- tion. <i>Dollars.</i> | Annual rate of pay for trans- portation. <i>Dollars.</i> | Aver- age num- ber of trips per week. | An- thor- ized mille- age rail- way post- office cars. | Pay per mile for rail- way post- office cars. <i>Dolla.</i> | Annual rate of pay for rail- way post- office cars. <i>Dollars.</i> | Lines of railway post-office cars authorized. | Remarks. |
|-------------------------|--|---|---|---|--|---|---|--|--|---|--|
| WASHINGTON—continued. | | | | | | | | | | | |
| 171036 | Cosmopolis Junction (n. o.) and Cosmopolis. | Northern Pacific R. R. | 1.63 | 42.75 | 69.68 | 14 | | | | | |
| 171037 | Chehalis and South Bend. | do. | 58.22 | | | 6 | | | | | |
| 171038 | Belmont and Farmington. | do. | 6.75 | 42.75 | 288.56 | 6 | | | | | Pay not fixed. |
| 171039 | Marcus and Boundary. | Spokane Falls and North- ern Rwy. | 38.67 | 42.75 | 1,653.14 | 6 | | | | | |
| 171040 | Spokane and Everett Junc- tion (n. o.). | Great Northern Rwy. | 310.59 | | 7,925.00 | 6 | | | | | Agreement to June 30, 1894. |
| 171041 | Everett and Snohomish Junction (n. o.) | Everett and Monte Cristo Rwy. | 8.59 | | | 6 | | | | | Lap over 171040. Lap over 171020. |
| 171042 | Hartford Junction (n. o.) | do. | 8.10 | | 1,819.86 | 6 | | | | | Pay not fixed. |
| 171043 | Tacoma and Steilacoom City | Tacoma Rwy. and Motor Co. | 14.00 | | 440.00 | 6 | | | | | Agreement to June 30, 1894. |
| 171044 | Olympia and Tumwater. | Olympia Light and Power Co. | 2.51 | | 107.30 | 6 | | | | | Electric Line. Agree- ment to June 30, 1896. Do. |
| OREGON. | | | | | | | | | | | |
| 173001 | Portland and Ashland. | Southern Pacific. | 342.04 | 183.83 | 62,877.21 | 9.54 | 341.47 | 25.00 | 8,536.75 | 1 line 40 feet. | |
| 173002 | Portland and Corvallis. | do. | 97.07 | 83.79 | 8,133.50 | 9.11 | | | | | |
| 173003 | Umatilla and Huntington. | Oregon Short Line and Utah Northern Rwy. | 217.74 | 258.21 | 56,222.64 | 12.47 | 217.40 | 50.00 | 10,870.00 | 1 line 60 feet. | |
| 173004 | Portland and Dundee Junc- tion | Portland and Willamette Valley Rwy. | 28.50 | 60.71 | 1,730.23 | 6 | | | | | |
| 173005 | Portland and Wallula, Wash. | Oregon Short Line and Utah Northern Rwy. | 214.21 | 235.98 | 50,540.27 | 13.10 | 186.90 | 50.00 | 9,345.00 | 1 line 60 feet. | Portland to Umatilla. |
| 173006 | Albany and Yaquina. | Oregon Pacific R. R. | 84.17 | 70.97 | 5,973.54 | 6 | | | | | |
| 173007 | Woodburn and Natron. | Southern Pacific. | 92.84 | 48.74 | 4,525.01 | 6.79 | | | | | |
| 173008 | Dundee Junction and Airlee. | Oregonian R. R. | 50.60 | 51.30 | 2,595.78 | 6 | | | | | |
| 173009 | Sheridan Junction and Sheridan. | do. | 7.24 | 42.75 | 308.51 | 12 | | | | | |
| 173010 | Albany and Lebanon. | Southern Pacific. | 12.50 | 44.46 | 555.75 | 18 | | | | | |

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Auth- orized mile- age for rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|-------------------------|---|---|------------------------|--|---|---|--|---|---|---|---|
| CALIFORNIA—continued. | | | | | | | | | | | |
| 176007 | Woodland and Grafton..... | Southern Pacific. | Miles. 9.92 | Dollars. 42.75 | Dollars. 424.08 | 7 | | | Dollars. | | Nonaided. Do. |
| 176008 | Vallejo Junction (n. o.) and Chilistoga..... | do | 43.88 | 92.34 | 4,051.87 | 13 | | | | | |
| 176009 | Mar Vista and Oroville..... | do | 28.90 | 50.45 | 1,357.10 | 7 | | | | | Do. |
| 176010 | Lathrop and Goshen..... | do | 148.76 | 215.46 | 31,620.90 | 14 | 148.30 | 40.00 | 5,852.00 | 1 line 50 feet. | Do. |
| 176011 | San Francisco and Ukiah..... | San Francisco and North Pacific Rwy. | 112.62 | 133.38 | 15,021.25 | 11.44 | | | | | Do. |
| 176012 | Stockton and Milton..... | Southern Pacific. | 30.09 | 66.69 | 2,006.70 | 9 | | | | | Do. |
| 176013 | San Pedro and Los Angeles. | do | 22.49 | 53.87 | 1,211.53 | 13 | | | | | Do. |
| 176014 | Goshen and Yuma, Ariz..... | do | 491.76 | 133.38 | 65,590.94 | 12.28 | 242.83 | 40.00 | 9,713.20 | 1 line 50 feet. | Goshen to Los Angeles. Nonaided and all land grant. |
| 176015 | Elmira and Rumsey..... | do | 51.09 | 60.71 | 3,101.67 | 11.17 | | | | | Do. |
| 176016 | San Francisco and Cazadero. | North Pacific Coast R. R. | 87.10 | 64.98 | 5,659.75 | 9.77 | | | | | Do. |
| 176017 | Los Angeles and Santa Ana. | Southern Pacific. | 33.23 | 52.16 | 1,733.27 | 16.45 | | | | | Do. |
| 176018 | Visalia and Goshen..... | Visalia R. | 7.93 | 60.71 | 481.43 | 21 | | | | | Do. |
| 176019 | Colfax and Nevada City..... | Nevada County Narrow Gauge R. R. | 22.77 | 75.24 | 1,713.21 | 14 | | | | | Do. |
| 176020 | Los Angeles and Santa Monica..... | Southern Pacific. | 19.52 | 44.46 | 867.85 | 14 | | | | | Do. |
| 176021 | Santa Cruz and Pajaro (n. o.)..... | do | 21.47 | 43.61 | 936.30 | 13 | | | | | Do. |
| 176022 | Davidville and Tehama..... | do | 111.77 | 123.12 | 13,761.12 | 7.59 | | | | | Do. |
| 176023 | Galt and Ione..... | do | 27.90 | 55.58 | 1,550.87 | 7 | | | | | Do. |
| 176024 | West Oakland Station (n. o.) and Berkeley..... | do | 5.06 | 56.43 | 285.53 | 22 | | | | | Do. |
| 176025 | San Francisco and San Quen- tin..... | North Pacific Coast R. R. | 21.83 | 42.75 | 933.23 | 19 | | | | | Do. |
| 176026 | San Francisco and Alameda. | Southern Pacific. | 11.26 | 64.13 | 722.10 | 28.50 | | | | | Do. |
| 176027 | Fulton and Guerneville..... | San Francisco and North Pacific Rwy. | 15.31 | 42.75 | 654.50 | 7 | | | | | Do. |
| 176028 | San Francisco and Sacra- mento..... | Southern Pacific. | 140.55 | 129.96 | 18,265.87 | 19.64 | | | | | 101.83 miles aided, 36.72 miles nonaided. |
| 176029 | Niles and San Jose..... | do | 18.61 | 53.87 | 1,002.82 | 27 | | | | | 17.54 miles aided, 1.07 miles nonaided. |

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Number of route. | State and terminus. | Title of company. | Length of route. | Pay per mile for transportation. | Annual rate of pay for transportation. | Average number of trips per week. | Authorized mileage for railway post-office cars. | Pay per mile for railway post-office cars. | Annual rate of pay for railway post-office cars. | Lines of railway post-office cars authorized. | Remarks. |
|------------------------------|--|--------------------------------------|------------------|----------------------------------|--|-----------------------------------|--|--|--|---|---|
| CALIFORNIA—continued. | | | | | | | | | | | |
| 176007 | Woodland and Grafton. | Southern Pacific. | 9.92 | 42.75 | 424.08 | 7 | | | | | Nonaided. |
| 176008 | Vallejo Junction (n. o.) and Calistoga. | do. | 43.88 | 92.34 | 4,051.87 | 13 | | | Dollars. | | Do. |
| 176009 | Marville and Oroville. | do. | 26.90 | 50.45 | 1,357.10 | 7 | | | | | Do. |
| 176010 | Lathrop and Goshen. | do. | 146.76 | 215.46 | 31,620.90 | 14 | 146.30 | 40.00 | 5,852.00 | 1 line 50 feet. | Do. |
| 176011 | San Francisco and Ukiah. | San Francisco and North Pacific Rwy. | 112.62 | 133.38 | 15,021.25 | 11.44 | | | | | Do. |
| 176012 | Stockton and Milton. | Southern Pacific. | 30.09 | 66.69 | 2,006.70 | 9 | | | | | Do. |
| 176013 | San Pedro and Los Angeles. | do. | 22.49 | 53.87 | 1,211.53 | 13 | | | | | Do. |
| 176014 | Goshen and Yuma, Ariz. | do. | 491.76 | 133.38 | 65,590.94 | 12.28 | 242.63 | 40.00 | 9,713.20 | 1 line 50 feet. | Goshen to Los Angeles. Nonaided and all land grant. |
| 176015 | Elmira and Rumsey. | do. | 51.09 | 60.71 | 3,101.67 | 11.17 | | | | | Nonaided. |
| 176016 | San Francisco and Cazadero. | North Pacific Coast R. R. | 87.10 | 64.98 | 5,656.75 | 9.77 | | | | | Do. |
| 176017 | Los Angeles and Santa Ana. | Southern Pacific. | 33.23 | 52.16 | 1,733.27 | 16.45 | | | | | Do. |
| 176018 | Visalia and Goshen. | Visalia R. R. | 7.93 | 60.71 | 481.43 | 21 | | | | | Do. |
| 176019 | Colfax and Nevada City. | Nevada County Narrow Gauge R. R. | 22.77 | 75.24 | 1,713.21 | 14 | | | | | Do. |
| 176020 | Los Angeles and Santa Monica. | Southern Pacific. | 19.32 | 44.46 | 867.85 | 14 | | | | | Do. |
| 176021 | Santa Cruz and Pajaro (n. o.). | do. | 21.47 | 43.61 | 936.30 | 13 | | | | | Do. |
| 176022 | Daviessville and Tehama. | do. | 111.77 | 123.12 | 13,761.12 | 7.59 | | | | | Do. |
| 176023 | Galt and Jone. | do. | 27.90 | 55.58 | 1,550.67 | 7 | | | | | Do. |
| 176024 | West Oakland Station (n. o.) and Berkeley. | do. | 5.06 | 56.43 | 285.53 | 22 | | | | | Do. |
| 176025 | San Francisco and San Quentin. | North Pacific Coast R. R. | 21.83 | 42.75 | 933.23 | 19 | | | | | Do. |
| 176026 | San Francisco and Alameda. | Southern Pacific. | 11.26 | 64.13 | 722.10 | 28.50 | | | | | Do. |
| 176027 | Fullon and Guerneville. | San Francisco and North Pacific Rwy. | 15.31 | 42.75 | 654.50 | 7 | | | | | Do. |
| 176028 | San Francisco and Sacramento. | Southern Pacific. | 140.55 | 129.96 | 18,265.87 | 19.64 | | | | | 103.83 miles aided, 36.72 miles nonaided. |
| 176029 | Niles and San Jose. | do. | 18.61 | 53.87 | 1,002.52 | 27 | | | | | 17.54 miles aided, 1.07 miles nonaided. |

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1894—Continued.

| Num- ber of route. | State and termini. | Title of company. | Length of route. | Pay per mile for trans- porta- tion. | Annual rate of pay for trans- portation. | Aver- age num- ber of trips per week. | Au- thor- ized mile- age, rail- way post- office cars. | Pay per mile for rail- way post- office cars. | Annual rate of pay for rail- way post- office cars. | Lines of railway post-office cars authorized. | Remarks. |
|------------------------------|---|---|------------------------|--|---|---|---|---|---|---|---|
| CALIFORNIA—continued. | | | | | | | | | | | |
| 176063 | Los Angeles and Orange. | Southern California Rwy. | Miles. 31.81 | Dollars 142.79 | Dollars 4,542.14 | 33.50 | | | | | Agreement to June 30, 1894. |
| 176064 | Hillside and New Almaden. | Southern Pacific. | 10.30 | 42.75 | 440.32 | 6.50 | | | | | |
| 176065 | Tracy and Los Banos. | do. | 58.30 | 47.88 | 5,700.11 | 7 | | | | | |
| 176066 | Los Banos and Fresno. | do. | 68.04 | 42.75 | 3,535.03 | 7 | | | | | |
| 176067 | Fresno and Porterville. | do. | 70.07 | 50.45 | 491.36 | 7 | | | | | Agreement to June 30, 1894. |
| 176067 | Miraflores (n. o.) and Tustin City. | do. | 11.26 | 42.75 | 285.99 | 13 | | | | | |
| 176068 | Studebaker Station (n. o.) and Whittier. | do. | 6.69 | 42.75 | 734.44 | 6 | | | | | |
| 176069 | Willow and Printo. | do. | 17.18 | 42.75 | 307.50 | 13.50 | | | | | |
| 176070 | Alton and Scotia. | Pacific Lumber Co. | 7.20 | 42.75 | 306.22 | 6 | | | | | Agreement as follows: \$200 per annum to June 30, 1894; July 1, 1894, to June 30, 1896; \$400 per annum; July 1, 1896, to June 30, 1898, \$600 per annum. |
| 176071 | Santa Rosa and Sebastopol. | San Francisco and North Pacific Rwy. | 7.21 | 42.75 | 1,140.12 | 6 | | | | | |
| 176072 | Martinez and San Ramon. | Southern Pacific. | 24.00 | 47.88 | 74.81 | 6 | | | | | |
| 176073 | Bay Junction and Eastland. | North Pacific Coast R. R. | 1.75 | 42.75 | 19,215.61 | 8.40 | | | | | |
| 176074 | Barstow and Temecula Sta- tion. | Southern California Rwy. | 132.98 | 144.50 | 830.88 | 6 | | | | | Agreement to June 30, 1894. |
| 176075 | Fresno and Pollasky. | Southern Pacific. | 23.70 | | 2,329.41 | 6 | | | | | |
| 176076 | Oakdale and Merced. | do. | 40.66 | 57.29 | 200.00 | 6 | | | | | |
| 176077 | Emeryville and Orinda Park. | Pacific Construction and Improvement Co. | 20.30 | | | | | | | | |
| 176078 | Mentone and Highland Junction (n. o.). | Southern California Rwy. | 13.48 | 70.11 | 945.08 | 13 | | | | | Agreement to June 30, 1896. |
| 176079 | Riverside and San Bernar- dino. | Southern California Motor Road. | 12.24 | 47.88 | 586.05 | 21 | | | | | |
| 176080 | Los Angeles and Redondo Beach. | Redondo Rwy. | 20.45 | | 449.90 | 6 | | | | | |
| 176081 | Grafton and Marysville. | Southern Pacific. | 28.38 | 42.75 | 1,213.24 | 7 | | | | | |

| | Los Angeles and Long Beach | Los Angeles Terminal Rwy. | 23.28 | 985.22 | 6 | | | | Agreement to June 30, 1894. |
|--------|---|--------------------------------------|----------|------------|---|--|--|------------|-----------------------------|
| 176032 | San Diego and Foster..... | San Diego, Cuyamaca and Eastern Rwy. | 26.25 | 1,122.18 | 6 | | | | Do. |
| 176033 | Redlands Junction (n. o.) and Craftonville..... | Southern Pacific..... | 7.00 | 230.25 | 6 | | | | Do. |
| 176034 | Goffe and Marvel..... | Nevada Southern Rwy..... | 28.83 | | 6 | | | | Pay not fixed. |
| 176035 | Santa Margarita and San Luis Obispo..... | Southern Pacific..... | 17.53 | | 6 | | | | Do. |
| 176036 | | | 4,844.00 | 819,945.57 | | | | 119,545.55 | |

D.—Steamboat service in operation on June 30, 1894.

| No. of route. | State and termini. | Name of contractor. | Annual pay. | Length of route. | Trips per week. | Remarks. |
|-----------------------|---|--|---------------------|--------------------|-----------------|---|
| MAINE. | | | | | | |
| 1082 | Portland to Peak Island..... | Casco Bay Steamboat Co..... | \$440.00 | Miles. 3.20 | 12 | 3 months. |
| 1083 | Bemis to Haines Landing..... | F. C. Barker..... | 256.67 | 15 | 6 | 9 months. |
| 1084 | Rangleley to Indian Rock..... | Luther Nile..... | 186.87 | 8.36 | 6 | 4½ months. May 25 to Sept. 30. |
| 1085 | Greenville to Kineo..... | John H. Eveleth..... | 488.00 | 20 | 6 | 4 months. June 1 to Sept. 30. |
| 1086 | Boston, Mass., to Eastport, Me..... | J. B. Colegrove..... | 660.00 | 250 | 4 | For 6 months. May 16 to Nov. 15 in steamboat, and by Star from Nov. 15 to May 15. |
| 1087 | Portland to Eastport..... | do..... | 1,500.00 | 180 | 1 | 2½ months. July 1 to close of season, not later than Sept. 15 in each year. |
| 1089 | Orra Island to Portland..... | Isalah Daniels..... | 1,200.00 | 21.58 | 6 | 3 months. June 16 to Sept. 15. |
| 1090 | Bath to Popham Beach..... | John H. Stacey..... | 150.00 | 12 | 6 | 8 months. |
| 1091 | { Bath to Booth Bay Harbor { Wiscasset to Booth Bay Harbor | { Eastern Steamboat Co..... | { 150.00 { 15.62 | { 15.25 { 15.25 | { 6 { 6 | { 4 months. { 4 months. |
| 1092 | North Islesboro to Belfast..... | Frenchmans Bay Steamboat Co..... | 500.60 | 11 | 12 | 3 months. |
| 1094 | Rockland to Machias Port..... | Rockland, Mount Desert and Machias Steamboat Co..... | 150.00 | 141.50 | 3 | 4 months. |
| 1096 | Vinal Haven to Rockland..... | William S. White..... | 666.87 | 15 | 12 | 2½ months. At \$60 per month. |
| 1097 | Rockland to Swans Island..... | Frenchmans Bay Steamboat Co..... | 1,711.06 | 14 14 10 | { { { | { 2 months. { 2 months. { 3 months. |
| 1098 | Bar Harbor to Mount Desert Ferry..... | Henry F. Dowst..... | 2,500.00 | 13 | 18 | 3 months. |
| 1099 | Bar Harbor to Winter Harbor..... | Winter Harbor Steamboat Co..... | 416.00 | 7 | 12 | June 25 to Oct. 20. |
| 1100 | Eastport to Lubec..... | Eion M. Pike..... | 380.00 | 3 | 6 | Oct 21 to June 24. |
| NEW HAMPSHIRE. | | | | | | |
| 2098 | Georges Mills to Lake Sunapee Station (n. o.). | Woodsam Steamboat Co..... | 142.50 | 15 | 6 | 4 months. June 1 to Sept. 30. |
| 2100 | Thetwa to Wolfboro..... | Winnipisaukee Steamboat Co..... | 923.33 | 40 | 6 | 4½ months. June 21 to Oct. 20. |
| MASSACHUSETTS. | | | | | | |
| 4096 | Vineyard Haven to railroad station (n. o.) at Woods Holl. | F. S. Gray..... | 400.00 | 7.00 | 18 | 4 months. June 1 to Sept. 30. |
| 4097 | New Bedford to Nonquitt..... | George A. Bourne..... | 600.00 | 6.50 | 13 | 3 months. June 21 to Sept. 20. |

| | | | | | | | |
|-------|--|--|------------|--------|---|-----|---|
| 4098 | New Bedford to Cuttyhunk | F. S. Gray | 1,700.00 | 14 | { | 6 | 3 months. June 15 to Sept. 14. |
| 4099 | Woods Holl to Nantucket | New Bedford, Martha Vineyard and Nantucket Steamboat Co. | { 7,875.00 | 34 | { | 1 | 9 months. Sept. 15 to June 14. |
| 4100 | New Bedford to Edgartown | do | 3,000.00 | 30 | { | 12 | 6 months. May 1 to Oct. 31. |
| | | | | | | 6 | 6 months. Nov. 1 to April 30. |
| | | | | | | 6 | The year round on 30 miles; 19 additional trips per week from June 26 to Sept. 20 on 23½ miles. |
| | RHODE ISLAND. | | | | | | |
| 5097 | Watch Hill to railroad station at Stonington, Conn. | Joseph S. Ripley | 225.00 | 5 | | 18½ | 2½ months. June 20 to Sept. 15. |
| 5099 | Block Island to Newport | Lemuel A. Dodge | 2,666.00 | 30 | { | 6 | 4 months. June 1 to Sept. 30. |
| 5100 | Newport to Wickford Junction (n.o.) .. | Newport and Wickford Railroad and Steamboat Co. | { 9,000.00 | 15 | { | 3 | 8 months. Oct. 1 to May 31. |
| | | | | | | 25 | 5 months. June 1 to Oct. 31. |
| | | | | | | 18 | 7 months. Nov. 1 to May 31. |
| | NEW YORK. | | | | | | |
| 7091 | Fishers Island, N. Y., to New London, Conn. | Fisher's Island Navigation Co., per Edmund M. Ferguson, President. | { 1,200.00 | 8.00 | { | 12 | 4 months. |
| 7092 | Clayton to Alexandria Bay | Howard S. Folger | 1,400.00 | 17.25 | { | 6 | 8 months. |
| 7093 | Port Henry, N. Y., to Chimney Point, Vt. | The Port Henry Steam Ferry Co., by H. B. Willard, Secretary and Treasurer. | 347.00 | 2.50 | { | 14 | Offener if boats are run. |
| 7094 | Plattsburg, N. Y., to Burlington, Vt. | J. B. Colegrove | 1,764.36 | 25.50 | | 6 | During season of navigation on Lake Champlain (39 weeks). |
| 7095 | Lake George to Fort Ticonderoga (n.o.) | do | 1,638.00 | 44.25 | | 6 | June 1 to Oct. 14 of each year. |
| 7097 | Canandaigua to Naples | Frederick A. McKechnie | 500.00 | 22 | | 6 | Apr. 1 to Dec. 10 of each year, including all side service. |
| 7098 | Penn Yan to Hammondsport | Lake Kerkira Navigation Co., H. S. Stebbins, Manager. | 702.00 | 22 | | 6 | Mar. 15 to Dec. 15 of each year. |
| 7099 | Sag Harbor, N. Y., to New London, Conn. | The New London and Long Island Steamboat Co., Elias F. Morgan, Secretary. | 1,895.00 | 38 | | 6 | Mar. 15 to Nov. 30 of each year. |
| 7100 | Brooklyn, N. Y., to Jersey City, N. J. | Brooklyn Annex, Daniel Butterfield, President. | 3,000.00 | 3 | | 6 | Offener if boats are run and the service is required. |
| | | | 12,446.36 | 183.19 | | | |
| | MARYLAND. | | | | | | |
| 13090 | Washington, D. C., to Glymont, Md. | Thomas Adams | 2,130.00 | 28.50 | | 6 | 115 miles; twice a week, 123.50 miles from May 1 to Dec. 31. |
| 13091 | Baltimore, Md., to Rives (n.o.), Va. | Eastern Shore Steamboat Co., Willard Thomson, superintendent. | 3,600.00 | 238.50 | { | 2 | 115 miles and once a week, 123.50 miles from Jan. 1 to April 30, in each year. |
| 13092 | Baltimore to Tolchester Beach | Tolchester Steamboat Co., John M. Naudain, Secretary. | 550.00 | 26 | { | 6 | June 1 to Sept. 15, in each year. |
| 13093 | Baltimore, to Salisbury | Maryland Steamboat Co., Enoch Pratt, President. | 900.00 | 141 | | 1 | Jan. 1 to Feb. 28, and 3 times a week, March 1 to Dec. 31, in each year. |
| 13094 | Baltimore, Md., to West Point, Va. | The Baltimore, Chesapeake and Richmond Steamboat Co., Reuben Foster, General Manager. | 3,000.00 | 211.50 | | 3 | Dec. 1 to Feb. 28, of each year, and 6 times a week the residue of year. |
| 13095 | Baltimore to Denton | The Maryland Steamboat Co., of Baltimore, Enoch Pratt, President. | 700.00 | 147 | | 6 | |

D.—Steamboat service in operation on June 30, 1894—Continued.

| No. of route. | State and termini. | Name of contractor. | Annual pay. | Length of route. | Trips per week. | Remarks. |
|----------------------------|--|---|-------------|------------------|-----------------|---|
| MARYLAND—continued. | | | | | | |
| 13006 | Baltimore Md., to Freeport, Va. | The Maryland Steamboat Co., of Baltimore, Enoch Pratt, President. | 2,400.00 | Miles 208.37 | 2 | Or as much more frequently as boats may run. |
| 13097 | Baltimore to Benedict. | The Weems Steamboat Co., of Baltimore City, H. Williams, President. | 2,000.00 | 120.50 | 2 | Do. |
| 13098 | Baltimore to Chestertown. | Chester River Steamboat Co., G. Warfield, President. | 850.00 | 63 | 3 | Or daily except Sunday when such trips are made by steamer. |
| 13099 | Baltimore to Rock Hall. |do..... | 250.00 | 30 | 6 | July 1 to Oct. 31, and 3 times a week from Nov. 1 to June 30, and as much oftener as boats may run. |
| VIRGINIA. | | | | | | |
| 14092 | Norfolk to Smithfield. | Old Dominion Steamship Co., H. A. Bourne, Vice-President. | 16,390.00 | 1,214.37 | 6 | |
| 14094 | Portsmouth to Cape Charles. | Alexander J. Cassatt. | 400.00 | 26 | 13 | |
| 14095 | Newport News to Norfolk. | William B. Thompson. | 14,971.62 | 38.55 | 14 | |
| 14096 | Franklin City to Chincoteague Island. | E. Parr. | 4,000.00 | 13.25 | 6 | |
| 14097 | Norfolk, Va., to Baltimore, Md. | Baltimore Steam Packet Co., Richard Curzon Hoffman, President. | 9,944.00 | 6 | 6 | |
| 14098 | Norfolk to Thompson's Wharf (n.o.). | Old Dominion Steamship Co., H. A. Bourne, Vice-President and General Manager. | 9,000.00 | 191.62 | 3 | |
| 14099 | Norfolk to Richmond. | Edward E. Barney. | 1,200.00 | 62.75 | 3 | |
| 14100 | Fredericksburg, Va., to Baltimore, Md. | The Weems Steamboat Co., of Baltimore City, by Henry Williams, President. | 4,000.00 | 129.25 | 3 | |
| | | | 6,000.00 | 282.25 | 3 | 63.50 miles. |
| | | | | | 3 | 218.75 miles. |
| | | | 40,515.62 | 749.67 | | |
| NORTH CAROLINA. | | | | | | |
| 18093 | Wilmington to Southport. | Henry O. Roop. | 1,327.00 | 25 | 6 | |
| 18094 | Elizabeth City to Newbern. | M. K. King. | 1,327.00 | 186 | 3 | |
| 18095 | Edenton to Plymouth. | J. J. Jones. | 1,327.50 | 20 | 6 | |
| 18096 | Plymouth to Windsor. | G. D. Jackson. | 1,646.00 | 25.75 | 2 | |
| 18098 | Wilmington to Fayetteville. | W. S. Cook. | 850.00 | 117 | 6 | |
| 18100 | Edenton to Mackey Ferry. | J. J. Jones. | 800.00 | 10 | 6 | |
| | | | 6,710.50 | 363.75 | | |
| SOUTH CAROLINA. | | | | | | |
| 20097 | Charleston to Wando. | N. Nelson. | 200.00 | 15 | 6 | |
| 20098 | Young Island to Edisto Island. | C. W. Groom. | 900.00 | 17.50 | 6 | |
| 20099 | Charleston to Moultrieville. | William M. Bird, Secretary Mount Pleasant and Sullivan Island Ferry Co. | 1,275.00 | 8 | 14 | |
| 20100 | Georgetown to Bucksville. | J. B. Colegrove. | 1,297.00 | 45.50 | 3 | |
| | | | 3,672.00 | 86 | | |

| | | Urbanus Dart | 1,200.00 | 12 | 12 | |
|-------|---|--|-----------|--------|----|--------------------|
| 21100 | GEORGIA. Brunswick to St. Simons Mills | Urbanus Dart | 1,200.00 | 12 | 12 | |
| | FLORIDA. | | | | | |
| 22082 | Fernandina to Crandall | John Richardson | 1,033.00 | 20 | { | 13 miles. |
| 22083 | Jacksonville to New Berlin | David Kempe | 900.00 | 15 | { | 8 miles. |
| 22084 | Palatka to Picolata | James M. White | 1,000.00 | 34.75 | 6 | |
| 22085 | Palatka to Drayton Island | J. B. Colegrove | 2,830.00 | 38.75 | 6 | |
| 22086 | Port Tampa to Ellenton | Norman R. Fitz Hough, Jr. | 3,900.00 | 37.64 | 6 | |
| 22091 | Port Tampa to Havana | Henry B. Plant | 57,578.74 | 361 | { | 6 months. |
| 22093 | Punta Gorda to Myers | J. B. Colegrove | 3,709.83 | 69.02 | { | 2 Do. |
| 22098 | Jacksonville to Orangedale | do | 2,498.00 | 29.87 | { | 8 months. |
| 22099 | Chattahoochee to Apalachicola | E. Parr | 7,890.00 | 147.50 | { | 4 months. |
| | ALABAMA. | | 81,739.57 | 733.53 | 3 | |
| 24099 | Mobile to Point Clear | Stephen S. Carter | 1,249.00 | 26 | 7 | |
| | MISSISSIPPI. | | | | | |
| 26099 | Yazoo City to Belzona | Yazoo and Tallahatchie Transportation Co., Frank M. Andrews, President. | 990.00 | 62 | 3 | |
| 26100 | English Lookout, La., to Gainesville. | Pottervent and Favre Lumber Co., John Pottervent, President. | 1,490.00 | 24 | 6 | |
| | TENNESSEE. | | 2,480.00 | 86 | | |
| 27100 | London to Kingston | Jas. S. Durham | 749.00 | 22.50 | 6 | |
| | KENTUCKY. | | | | | |
| 28098 | Paducah, Ky., to Waterloo, Ala. | Evansville, Paducah and Tennessee River Packet Co., H. M. Sweetser, President. | 2,631.77 | 213 | 2 | |
| 28099 | Louisville, Ky., to Evansville. Ind. | Louisville and Evansville Mail Co., Wm. W. Hite, President. | 13,500.00 | 208.25 | 6 | |
| 29100 | Evansville, Ind., to Paducah, Ky. | John Gilbert | 10,000.00 | 145.50 | 6 | |
| | MICHIGAN. | | 26,131.77 | 596.75 | | |
| 37003 | Ludington, Mich., to Milwaukee, Wis. | Flint and Pere Marquette R. R. Co., Sanford Keeler, Superintendent. | 2,250.82 | 98 | 6 | May 15 to Oct. 31. |
| 37004 | Harbor Springs to St. James | Northern Michigan Line, S. S. Burke, Agent. | 1,300.00 | 35 | 3 | Apr. 1 to Nov. 30. |

D.—Steamboat service in operation on June 30, 1894—Continued.

| No. of route. | State and termini. | Name of contractor. | Annual pay. | Length of route. | Trips per week. | Remarks. |
|---------------|---|---|-------------|------------------|-----------------|---|
| | MICHIGAN—continued. | | | Miles. | | |
| 37005 | Cheboygan to Detour | W. R. Owen | 1,560.00 | 116 | 3 | Apr. 1 to Nov. 30. |
| 37007 | St. Ignace to Hessel | Martin Jamieson | 132.00 | 18 | 6 | May 15 to Oct. 15. |
| | WISCONSIN. | | 5,242.82 | 267 | | |
| 38001 | Milwaukee, Wis., to Grand Haven, Mich. | Detroit, Grand Haven and Milwaukee Ray, Co., W. J. Spicer, General Manager. | 1,260.00 | 85 | 6 | May 6 to Sept. 30, 1894. |
| 39002 | Green Bay to Sturgeon Bay | H. W. Hart | 156.00 | 51.25 | 6 | May 1 to Oct. 31. |
| | MINNESOTA. | | 1,416.00 | 130.25 | | |
| 41001 | Two Harbors to Grand Marais | W. Vernon Booth | 1,048.00 | 88 | 2 | May 15 to Oct. 31. |
| | MISSOURI. | | | | | |
| 45008 | New Madrid, Mo., to Memphis, Tenn. | Robert E. Lee | 2,207.40 | 208.85 | 1 2 | For 2 months. For 6 months; 1 trip on 109.75 for 4 months. |
| | ARKANSAS. | | | | | |
| 47006 | Memphis to Ashport, Tenn. | Robert E. Lee | 7,450.00 | 120 | 3 | |
| 47007 | Memphis, Tenn., to Helena, Ark. | James Lee | 5,875.00 | 114 | 3 | |
| 47008 | Memphis, Tenn., to Arkansas City, Ark. | John D. Adams | 9,000.00 | 242.25 | 2 | |
| 47009 | Arkansas City, Ark., to Greenville, Miss. | C. M. Chambers | 3,000.00 | 45 | 3 | |
| 47100 | Greenville to Vicksburg, Miss. | Robert E. Lee | 7,450.00 | 171 | 3 | |
| | LOUISIANA. | | 32,875.00 | 692.25 | | |
| 48001 | Buras to Port Eads | Chas. Collins Buck | 4,200.00 | 37.33 | 6 | |
| 48003 | Lake Charles to Cameron | W. H. Cline and S. E. Pendleton | 2,150.00 | 65 | 3 | |
| 48004 | Jonesville to Tuleys | Jacob Riley Lanier | 2,975.00 | 53 | 3 | |
| 48005 | New Orleans to Grand Isle | John F. Kranz | 1,200.00 | 89 | 1 | 8 months. |
| 48006 | New Orleans to Port Vincent | Frank Williams | 2,500.00 | 90 | 2 | 4 months. |
| 48007 | Natchez to Vicksburg, Miss. | Louis A. Jung | 7,773.00 | 115.25 | 2 | |
| 48008 | Natchez, Miss., to Bayou Sara, La. | Thos. Prince | 7,400.00 | 130.62 | 3 | |
| 48009 | Baton Rouge to Bayou Sara | Jno. H. Moscop | 3,464.00 | 40.50 | 6 | |
| | | | 32,158.00 | 619.70 | | |

| TEXAS. | | Leon F. Allien..... | 692.31 | 27 | 3 |
|-------------|-------------------------------------|---------------------------------------|-----------|----------|----------------------------------|
| 50100 | Houston to Lynchburg..... | | | | |
| WASHINGTON. | | | | | |
| 71069 | Anacortes to Friday Harbor..... | Edward P. Newhall..... | 1,950.00 | 30 | 3 |
| 71070 | Fairhaven to Beach..... | W. W. Hall..... | 891.00 | 13 | 3 |
| 71071 | Seattle to Port Angeles..... | Z. J. Hatch and C. N. Hutch..... | 360.00 | 100 | 6 |
| 71072 | Seattle to New Whatcom..... | J. M. Ashton..... | 600.00 | 141.75 | 6 |
| 71073 | Seattle to La Conner..... | E. J. Rathbone..... | 3,470.00 | 94.20 | 6 |
| 71074 | Seattle to Seattle..... | H. A. Lawton..... | 2,856.20 | 80.41 | 6 |
| 71075 | Seattle to Union City..... | John R. Thompson..... | 2,356.02 | 112.50 | 3 |
| 71076 | Olympia to Shelton..... | C. C. McCoy..... | 2,723.00 | 33 | 6 |
| 71077 | Tacoma to Allyn..... | Foss Bros. & Co..... | 1,464.78 | 42.50 | 6 |
| 71078 | Port Townsend to Sitka..... | Charles Goodall..... | 18,000.00 | 1,050 | 6 |
| 71082 | Tacoma to Tacoma..... | Geo. H. Emerson..... | 3,407.62 | 33 | 6 |
| 71087 | Nahcotta to South Bend..... | J. B. Colegrove..... | 1,827.42 | 31.88 | 6 |
| 71089 | Tacoma to Seattle..... | C. C. McCoy..... | 2,558.08 | 65.75 | 3 |
| 71090 | Hogiam to Damon..... | do..... | 1,180.00 | 15 | 3 |
| 71092 | Port Townsend to Neah Bay..... | do..... | 10,828.90 | 92 | 2 |
| 71095 | Port Townsend to New Whatcom..... | Jas. Morgan and Winfield Mann..... | 10,138.14 | 119.75 | 3 |
| 71097 | Seattle to Port Townsend..... | H. F. Jackson..... | 10,208.56 | 71 | 3 |
| 71099 | Port Townsend to Hatlock..... | L. B. Hastings..... | 642.00 | 6.50 | 13 |
| 71100 | | | 74,330.72 | 2,132.24 | 6 |
| OREGON. | | | | | |
| 73099 | Myrtle Point to Bandon..... | Neill J. Cornwall..... | 1,297.00 | 39 | 6 |
| 73100 | Portland to Knapia..... | W. S. Ladd..... | 12,000.00 | 150.39 | 6 |
| | | | 13,297.00 | 189.39 | 3 |
| CALIFORNIA. | | | | | |
| 76097 | Tahoe to Tahoe..... | F. P. Holt and Melville Lawrence..... | 3,865.89 | 39.50 | 6 |
| 76098 | Eureka to Arcata Wharf (n. o.)..... | V. Zaruba..... | 1,000.00 | 4 | 2 |
| 76099 | Sau Francisco to Eureka..... | Chas. Goodall..... | 6,000.00 | 235 | 12 |
| 76100 | San Francisco to Sacramento..... | Chas. J. Wilder..... | 6,000.00 | 115.50 | 1 |
| | | | 16,865.89 | 394 | 6 |
| ALASKA. | | | | | |
| 78099 | Sitka to Unalaska..... | Lloyd Tevis..... | 10,465.00 | 1,250 | 1 |
| | | | | | 1 a month, 7 months in the year. |

and special-office mail service during the year ended June 30, 1894.

| Steamboat. | | | | Railroad. | | | | | |
|-----------------------------|-----------|------------------------------|------------|-------------------|-----------|-----------------------------|-----------|------------------------------|------------|
| Annual rate of expenditure. | | Distance traveled per annum. | | Length of routes. | | Annual rate of expenditure. | | Distance traveled per annum. | |
| Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. |
| Dollars. | Dollars. | Miles. | Miles. | Miles. | Miles. | Dollars. | Dollars. | Miles. | Miles. |
| 1,457.14 | | 73,159.57 | | 114.23 | | 45,275.46 | | 79,229.49 | |
| | 1,087.17 | | 996.32 | 30.42 | | 15,185.71 | | 215,044.21 | |
| | | | | | 1.14 | 23,168.79 | | 252,523.62 | |
| 350.00 | | 1,104.48 | | 16.85 | | 160,429.92 | | 1,047,709.53 | |
| 10.34 | | 1.36 | | 1.58 | | 14,570.83 | | 36,034.80 | |
| | 104.00 | | 728 | 8.93 | | 84,974.50 | | 122,437.08 | |
| 1,871.36 | | 8,568.32 | | 371.40 | | 400,025.50 | | 4,068,100.77 | |
| | | | | | 135.16 | 24,902.79 | | 524,195.35 | |
| | | | | | 41.24 | 180,446.53 | | 1,308,314.70 | |
| | | | | | | 5,911.63 | | 10,753.91 | |
| | 1,785.26 | | 39,247 | 96.22 | | 201,157.77 | | 2,582,873.31 | |
| 652.00 | | | 7,328.92 | 257.56 | | 137,454.74 | | 709,261.90 | |
| | | | | | 174.85 | 15,319.02 | | 15,216.09 | |
| 13.27 | | 15,600 | | | 20.68 | | 758.93 | 22,826.32 | |
| | | | | | 17.59 | 10,184.92 | | 10,976.16 | |
| | 600.00 | | 11,856 | 208.01 | | 7,589.48 | | 34,146.84 | |
| | 8,818.29 | | 145,435.68 | 172.22 | | 13,003.99 | | 116,174.24 | |
| | | | | 41.78 | | 1,963.93 | | 29,727.36 | |
| | 10.00 | | | | 1.56 | | 110.71 | 1,830.28 | |
| | | | | | 63.88 | 3,886.26 | | 39,673.92 | |
| | | | | | 52.68 | 1,180.01 | | 32,817.67 | |
| | | | | | 247.09 | 8,615.98 | | 141,694.97 | |
| | | | | | 130.08 | 7,920.12 | | 72,848.52 | |
| | | | | | 7.55 | 963.53 | | 5,674.65 | |
| 455.00 | | 8,398 | | | 32.94 | 2,114.42 | | 10,225.19 | |
| | 164.00 | | 22,028 | 62.77 | | 1,810.87 | | 62,603.39 | |
| | | | | 92.35 | | 13,372.12 | | 67,822.56 | |
| | 135.66 | | 4,160 | | | 10,259.22 | | 59,524.96 | |
| | 1,792.60 | | 33,255 | 92.03 | | 2,308.47 | | | |
| | | | | | 51.52 | 2,886.61 | | 51,040.08 | |
| | | | | | 57.65 | 702.38 | | 40,289 | |
| | 307.69 | | 3,744 | 149.29 | | 16,077.66 | | 218,389.70 | |
| | | | | | 5.01 | 502.75 | | 6,252.48 | |
| | | | | | 51.66 | | 690.09 | 41,259.92 | |
| | | | | | 30.40 | 3,945.54 | | 18,909.60 | |
| | | | | | 114.33 | 1,419.72 | | 82,945.60 | |
| | | | | | 262.40 | 5,522.06 | | 163,737.60 | |
| | | | | | 89.45 | | 1,680.47 | 10,886.88 | |
| | | | | | 37.75 | 8,619.63 | | 21,872.17 | |
| | | | | | 11.08 | 730.61 | | 4,012.56 | |
| | | | | | 41.11 | 893.03 | | 8,817.12 | |
| | | | | | 14.12 | 86.56 | 2,318.03 | 28,817.52 | |
| | | | | | | | | | |
| | 666.79 | 20,393.44 | | 367.39 | | 8,317.67 | | 167,688 | |
| | | | | 14.00 | | 610.72 | | 8,736 | |
| | | | | 17.10 | | 2,608.09 | | 10,723.26 | |
| | | | | | | | | | |
| 5,622.84 | 15,474.46 | 133,225.17 | 268,778.92 | 3,284.64 | 468.20 | 1,453,559.54 | 5,564.83 | 12,270,405.17 | 303,384.09 |
| | | | | 2,816.44 | | 1,447,994.71 | | 11,967,021.08 | |
| | 9,851.02 | | 135,553.75 | | | | | | |

E.—Increase and decrease in star, steamboat, railroad, mail-messenger,

| States. | Mail messenger. | | | | | | Special office. | |
|-------------------------------|-------------------|-----------|-----------------------------|-----------|------------------------------|------------|-------------------|-----------|
| | Length of routes. | | Annual rate of expenditure. | | Distance traveled per annum. | | Length of routes. | |
| | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. |
| | Miles. | Miles. | Dollars. | Dollars. | Miles. | Miles. | Miles. | Miles. |
| Maine | | 5.52 | | 130.35 | | 6,224.12 | | 106.17 |
| New Hampshire | 5.34 | | 870.00 | | 17,305.28 | | | 21.24 |
| Vermont | .23 | | 28.50 | | | 1,674.74 | | 18.87 |
| Massachusetts | | 6.05 | | 1,192.88 | 28,468.40 | | | 7 |
| Rhode Island | .50 | | 451.00 | | | 4,776.72 | | 9 |
| Connecticut | 6.67 | | 1,592.83 | | 120,085.78 | | | 7.50 |
| New York | 3.68 | | 2,438.76 | | 29,442.10 | | | 220.37 |
| New Jersey | | 4.14 | | 4,535.98 | 40,407.72 | | | 18.87 |
| Pennsylvania | | 3.50 | | 7,985.83 | | 67,111.77 | | 272.50 |
| Delaware | 1.75 | | 282.00 | | | 5,511.92 | | 6.25 |
| Maryland | | 9.19 | 2,863.85 | | 4,654.92 | | | 34.16 |
| Virginia | 6.87 | | 1,236.88 | | 148,682.86 | | | 82.33 |
| West Virginia | | .06 | 123.45 | | | 2,817.98 | | 96.87 |
| North Carolina | | 4.70 | | 647.73 | 3,715.24 | | | 97.50 |
| South Carolina | | .26 | 39.50 | | 783.34 | | | 82.75 |
| Georgia | | 5.81 | | 755.05 | | 2,756.34 | | 34.71 |
| Florida | 10.04 | | 911.94 | | 13,320.94 | | 76.70 | |
| Alabama | | 5.54 | | 976.60 | | 7,847.82 | | 41.80 |
| Mississippi | 1.17 | | 128.75 | | | 2,874.10 | 14.75 | |
| Tennessee | | 2.33 | | 370.40 | | 11,432.79 | | 10.47 |
| Kentucky | | 11.35 | | 929.00 | | 11,267.12 | | 76.87 |
| Ohio | 11.37 | | 916.41 | | | 13,053.52 | | 23 |
| Indiana | 7.89 | | 3,522.14 | | | 1,629.29 | 1.34 | |
| Illinois | 4.27 | | | 1,053.26 | 57,604.48 | | 59.34 | |
| Michigan | | .50 | | 1,091.65 | 41,407.70 | | 43.75 | |
| Wisconsin | | .76 | 672.46 | | 4,049.04 | | | 23.75 |
| Minnesota | | 2.46 | .71 | | 3,357.86 | | 147.35 | |
| Iowa | | 7.78 | | 658.90 | 476.70 | | 66.25 | |
| Missouri | 3.40 | | 300.36 | | | 41,291.64 | 77.42 | |
| Arkansas | 2.06 | | | 448.10 | | 6,424.73 | 225.50 | |
| Louisiana | | 1.14 | | 773.44 | 5,543.36 | | 128.50 | |
| Texas | | 2.25 | | 588.00 | | 3,136.28 | 166.25 | |
| Indian and Oklahoma Territory | 3.85 | | 1,133.00 | | 8,058.54 | | 1,165.50 | |
| Kansas | .88 | | | 3,517.50 | | 8,654.02 | | 6 |
| Nebraska | | .92 | | 658.75 | | 13,422.24 | | 33 |
| South Dakota | | 3.61 | | 828.00 | | 4,860.98 | | 5.50 |
| North Dakota | 2.05 | | 36.00 | | | 828.56 | 3.25 | |
| Montana | .23 | | | 321.80 | | 8,463.64 | | 80.50 |
| Wyoming | .25 | | 72.00 | | 364.48 | | | 75.75 |
| Colorado | .15 | | | 2,118.55 | | 4,698.36 | 26.50 | |
| New Mexico | 1.63 | | 386.00 | | 313.56 | | | 91.75 |
| Arizona | .23 | | 63.00 | | 529.10 | | | 57.17 |
| Utah | 2.12 | | | 702.00 | | 2,147.10 | 1.75 | |
| Idaho | .54 | | 39.00 | | | 103.44 | 48.50 | |
| Washington | 8.10 | | | 579.00 | 3,934.02 | | | 279.56 |
| Oregon | 1.38 | | | 570.25 | | 5,439.66 | | 532.50 |
| Nevada | | | | | | | | 38 |
| California | 4.88 | | 1,339.17 | | 15,766 | | 366.08 | |
| Alaska | 2.46 | | | | | 411.84 | | 3,615 |
| Total | 93.99 | 77.96 | 16,303.86 | 34,578.87 | 546,271.42 | 238,860.72 | 2,618.73 | 6,056.71 |
| Net increase | 16.03 | | | | 307,410.70 | | | |
| Net decrease | | | | 18,275.01 | | | | 3,437.98 |

and special-office mail service during the year ended June 30, 1894—Continued.

| Special office. | | Summary of totals. | | | | | |
|------------------------------|------------|------------------------------|-----------|-----------------------------------|-----------|------------------------------------|------------|
| Distance traveled per annum. | | Total length of mail routes. | | Total annual rate of expenditure. | | Total distance traveled per annum. | |
| Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. |
| Miles. | Miles. | Miles. | Miles. | Dollars. | Dollars. | Miles. | Miles. |
| | 33,125.04 | 391.39 | | 53,779.38 | | 100,799.32 | |
| | 0,026.88 | 8.03 | | 13,598.68 | | 229,369.89 | |
| | 5,887.44 | 12.13 | | 22,918.20 | | 269,777.32 | |
| | 2,912 | 37.67 | | 167,923.02 | | 1,186,192.24 | |
| | 1,872 | | 10.08 | 14,671.16 | | | 44,285.31 |
| | 2,345 | | 30.44 | 85,875.80 | | | 444.47 |
| | 68,755.64 | 513.40 | | 417,837.40 | | 4,975,812.68 | |
| | 5,887.44 | | 89.45 | 26,503.13 | | 660,301.27 | |
| | 85,020 | | 61.40 | 198,405.42 | | 1,504,773 | |
| | 1,950 | 7.09 | | 5,255.03 | | 14,011.27 | |
| | 10,657.92 | | 122.79 | 208,705.42 | | 2,676,171.05 | |
| | 25,686.96 | 588.63 | | 138,703.09 | | 1,333,317.34 | |
| | 154.96 | | 431.82 | 13,355.21 | | 28,315.58 | |
| 41,080 | | | 119.36 | 1,208.78 | | 96,138.36 | |
| | 10,218 | 164.09 | | 19,896.42 | | 85,403.98 | |
| | 10,829.52 | 336.60 | | 10,189.93 | | 98,866.74 | |
| 15,953.60 | | 244.97 | | 8,066.92 | | 25,065.34 | |
| | 8,694.40 | 144.10 | | 4,242.08 | | 90,030.74 | |
| 3,068 | | 221.86 | | 4,234.50 | | 89,710.90 | |
| 41,869.36 | | 232.01 | | 9,574.35 | | 198,704.67 | |
| 34,776.56 | | 204.70 | | 9,271.00 | | 242,372.58 | |
| | 7,176 | 199.92 | | 11,775.82 | | 136,382.18 | |
| | 10,449.92 | 93.81 | | 12,234.47 | | 77,045.71 | |
| | 8,613.28 | | 38.87 | 1,222.44 | | 55,332.71 | |
| 12,450 | | 35.09 | | 3,897.40 | | 106,829.15 | |
| | 7,410 | | 34.41 | 5,734.40 | | 101,990.83 | |
| 45,973.20 | | 222.27 | | 16,070.59 | | 199,816.98 | |
| | 1,638 | | 154.44 | 9,428.95 | | | 20,750.74 |
| 16,103.36 | | 9.30 | | 8,559.07 | | 150,735.42 | |
| | | | | 2,773.04 | | 113,470.37 | |
| 70,356 | | 210.17 | | 942.84 | | 96,678.86 | |
| 40,092 | | 143.26 | | 20,252.99 | | 329,951.96 | |
| 34,580 | | 562.28 | | | | | |
| 363,636 | | 1,354.25 | | 4,591.44 | | 444,393.58 | |
| | 1,248 | 20.45 | | | 4,648.25 | 3,808.30 | |
| | 6,864 | | 226.83 | 513.61 | | | 41,336.88 |
| | 572 | 47.67 | | | 999.68 | 37,344.24 | |
| 338 | | 210.87 | | 5,008.02 | | 147,753.12 | |
| | 28,406 | | 41.97 | 144.56 | | | 36,710.52 |
| | 26,312 | | 44.45 | 22,707.71 | | | 8,540.48 |
| | 1,597.44 | 2.15 | | | 6,427.15 | | 37,574.81 |
| | 33,917.52 | | 49.54 | 1,785.69 | | | 32,565.02 |
| | 26,035.36 | | 147.15 | | 3,504.26 | | 38,162.02 |
| | 8,684 | 126.82 | | 1,197.07 | | 39,627.44 | |
| | 1,118 | 20.54 | | | 3,213.92 | | 25,796.76 |
| | 148,628.48 | 85.50 | | | 975.55 | | 34,189.38 |
| | 210,808 | | 518.54 | 4,438.68 | | | 211,069.90 |
| | 32,032 | | 144.09 | | 2,399.27 | | 55,753.36 |
| 26,536.64 | | 310.23 | | 9,113.19 | | 37,317.54 | |
| | 86,780 | | 3,612.54 | | | | 87,171.84 |
| 746,812.72 | 928,983.20 | 6,791.94 | 5,887.57 | 1,576,606.40 | 22,168.08 | 15,984,687.13 | 673,906.52 |
| | | 913.37 | | 1,554,438.32 | | 15,310,780.61 | |
| | 182,170.48 | | | | | | |

F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1894.

| States. | Star routes. | | | | Railroad routes. | | | | Steamboat routes. | | | | Totals for the year. | | | |
|------------------|-------------------|------------------|---------|------------------|-------------------|------------------|----------|------------------|-------------------|------------------|----------|------------------|----------------------|------------------|----------|------------------|
| | Deduct- tions. | Remis- sions. | Fines. | Remis- sions. | Deduct- tions. | Remis- sions. | Fines. | Remis- sions. | Deduct- tions. | Remis- sions. | Fines. | Remis- sions. | Deduct- tions. | Remis- sions. | Fines. | Remis- sions. |
| Alabama | \$1,150.61 | \$16.55 | \$24.50 | | \$9,346.07 | \$636.06 | \$12.85 | \$5.88 | \$15.65 | \$747.50 | | \$453.21 | \$10,512.33 | \$53.21 | \$237.35 | \$5.88 |
| Alaska | | | | | | | | | | | | | 747.50 | 747.50 | 380.60 | 62.00 |
| Arizona | 1,938.21 | 80 | 73.50 | | 270.36 | 12.22 | 3.00 | | 86.02 | | \$304.00 | 13.02 | 2,303.59 | 13.02 | 44.00 | 52.00 |
| Arkansas | 1,175.58 | 76.73 | 43.00 | | 258.80 | | 1.00 | | | | | 76.73 | 434.38 | 76.73 | 44.00 | 105.14 |
| California | 1,245.77 | | 42.00 | | 2,558.13 | 323.67 | 494.64 | 195.14 | 9.35 | | | 323.67 | 3,813.25 | 323.67 | 526.94 | 105.14 |
| Colorado | 373.43 | 3.72 | 75.25 | | 5,738.83 | 637.00 | 60.00 | | | | | 640.81 | 6,112.36 | 640.81 | 135.25 | |
| Connecticut | 63.32 | | 11.00 | | 802.37 | | 13.00 | | | | | | 865.69 | | 24.00 | |
| Delaware | 2.54 | | 1.00 | | | | 7.00 | | | | | | 2.54 | | 8.00 | |
| Florida | 1,450.21 | | 830.75 | 1.50 | 512.63 | | 83.50 | 6.55 | 2,932.36 | | 779.00 | | 4,895.20 | | 1,003.25 | 8.05 |
| Georgia | 604.48 | 3.57 | 280.50 | | 5,597.51 | 2,500.72 | 147.30 | 121.69 | 315.99 | | 1.00 | | 6,497.98 | 2,640.66 | 428.80 | 121.69 |
| Iowa | 677.61 | 40.46 | 53.00 | | 1,867.40 | 3.61 | 1.00 | | | | | | 1,865.01 | 44.07 | 54.00 | |
| Illinois | 462.87 | | 860.00 | | 16,706.76 | 10,085.92 | 465.64 | 24.26 | | | | | 17,229.63 | 10,085.92 | 1,925.64 | 24.26 |
| Indiana | 1,037.66 | 18.84 | 70.50 | | 15,583.23 | 9,853.56 | 3,963.95 | 1,810.21 | | | | | 15,990.75 | 9,853.56 | 4,008.95 | 1,810.21 |
| Indian Territory | 1,037.66 | 18.84 | 70.50 | | 31.36 | | 663.88 | 183.01 | | | | | 1,069.02 | 178.84 | 77.50 | |
| Iowa | 511.13 | 2.40 | 22.00 | 1.00 | 820.36 | 1,705.75 | 7.00 | | | | | | 1,331.40 | 1,708.15 | 720.38 | 184.91 |
| Kansas | 857.69 | 6.63 | 22.00 | | 4,071.11 | 2,845.28 | 160.00 | | | | | | 5,354.71 | 2,851.01 | 182.00 | |
| Kentucky | 1,055.11 | 7.99 | 717.50 | 1.00 | 6,297.68 | 2,873.31 | 157.69 | | 1,413.64 | 28.44 | 364.00 | | 8,706.43 | 2,900.74 | 1,230.19 | 4.00 |
| Louisiana | 1,310.69 | 16.44 | 129.00 | 1.00 | 64.23 | | 15.00 | | 286.03 | | 500.83 | | 1,630.95 | 16.44 | 633.03 | 1.00 |
| Maine | 851.92 | 13.59 | 108.00 | 1.00 | | | 13.00 | | 82.72 | | 1.50 | | 1,034.84 | 13.59 | 72.80 | 1.00 |
| Maryland | 124.06 | .59 | | | 2,724.47 | 2,008.08 | 725.69 | 10.00 | 447.68 | 12.73 | 10.00 | | 3,256.21 | 2,008.67 | 843.66 | 10.00 |
| Massachusetts | 112.20 | | 223.50 | | 3,822.91 | 8.03 | 60.33 | | 1,617.09 | | 2.00 | | 6,552.20 | 20.77 | 283.83 | |
| Michigan | 724.06 | 6.64 | 70.28 | | 7,962.69 | 1,163.42 | 40.00 | | | | | | 8,716.75 | 1,190.06 | 112.25 | |
| Minnesota | 1,022.83 | 53.63 | 48.00 | 2.00 | 12,402.11 | 2,319.49 | 490.44 | 81.97 | | | | | 13,424.64 | 2,373.12 | 538.44 | 83.97 |
| Mississippi | 1,303.00 | 6.30 | 101.00 | | 1,062.67 | 2,284.21 | 162.48 | 15.48 | 11.06 | | | | 2,436.75 | 3,002.51 | 363.48 | 15.48 |
| Missouri | 1,891.48 | 6.16 | 220.74 | | 6,900.60 | 4,549.35 | 465.83 | 1.00 | 19.23 | 2.33 | | | 8,811.31 | 4,553.51 | 668.90 | 1.00 |
| Montana | 973.98 | | 32.00 | | 7,139.70 | 12.88 | 85.00 | | | | | | 8,113.74 | 18.88 | 117.00 | |
| Nebraska | 1,109.27 | 5.32 | 38.50 | | 2,404.69 | 1,009.97 | 1,555.02 | 851.51 | | | | | 3,513.96 | 1,009.97 | 831.51 | |
| Nevada | 83.68 | | 74.00 | | 10,096.85 | 29.54 | | | | | | | 10,180.53 | 34.86 | 74.00 | |
| New Hampshire | 147.22 | | 7.50 | | 339.75 | 11.44 | 10.00 | | | | | | 286.97 | 11.44 | 17.50 | |
| New Jersey | 95.40 | .36 | | | 310.46 | | 53.00 | | | | | | 406.86 | .36 | 56.83 | |
| New Mexico | 621.12 | | 208.50 | 1.00 | 1,329.39 | 3.92 | 668.73 | 31.50 | | | | | 1,950.51 | 3.92 | 877.23 | 32.50 |
| New York | 822.15 | 3.13 | 577.50 | 108.00 | 7,048.36 | 1,368.61 | 627.09 | 2.00 | 72.67 | | | | 7,943.18 | 1,371.74 | 1,204.59 | 110.00 |
| North Carolina | 1,014.18 | 5.89 | 306.50 | | 123.81 | 1,333.59 | 433.01 | 182.79 | 31.50 | | 8.00 | | 1,709.49 | 1,393.48 | 747.51 | 182.70 |
| North Dakota | 763.79 | 3.36 | 32.00 | | 5,501.22 | .89 | 56.00 | | | | | | 6,265.01 | 4.25 | 79.00 | |
| Ohio | 281.72 | 2.51 | 248.00 | 3.50 | 38,420.98 | 31,163.12 | 2,179.69 | 101.94 | | | | | 38,582.70 | 31,163.65 | 2,427.69 | 105.44 |
| Oregon | 1,149.30 | | 855.50 | | 3,606.97 | 573.05 | 3.00 | | 11.64 | | 10.00 | | 4,767.91 | 573.05 | 868.50 | |
| Pennsylvania | 907.27 | 14.78 | 826.07 | 5.00 | 6,826.90 | 1,557.88 | 6,733.17 | 1,433.16 | | | | | 6,834.26 | 1,572.66 | 7,559.24 | 1,438.10 |
| Rhode Island | 53.17 | | 1.00 | | 314.80 | | 7.00 | | 190.64 | | 3.00 | | 558.61 | | 11.00 | |
| South Carolina | 546.51 | 2.02 | 63.50 | | 37.23 | | 133.01 | 125.01 | 10.95 | | 1.00 | | 4,308.56 | 22.55 | 197.51 | 125.01 |
| South Dakota | 1,256.57 | 1.60 | 57.00 | | 3,051.90 | 20.95 | 9.00 | 1.00 | | | | | 4,308.56 | 22.55 | 66.00 | |
| Tennessee | 1,126.07 | 3.15 | 295.50 | 107.00 | 1,334.56 | 322.97 | 134.76 | 10.34 | 5.95 | | | | 2,466.58 | | 430.26 | 117.34 |

| | | | | | | | | | | | | | |
|---------------------|-----------|--------|----------|----------------|-----------|-----------|----------|----------|--------|-----------|------------|-----------|--------|
| Texas | 1,419.80 | 36.26 | 267.50 | 1,003.76 | 232.39 | 85.40 | | | | 2,423.56 | 268.64 | 350.90 | |
| Utah | 45.83 | | 65.50 | 2,800.72 | 14.96 | 8.00 | | | | 2,846.55 | 14.96 | | |
| Vermont | 151.53 | | 15.00 | 13.54 | 5.53 | 34.00 | | | | 165.07 | 5.53 | 4.00 | |
| Virginia | 1,448.61 | 71 | 241.58 | 8,665.17 | 3,770.53 | 364.95 | 420.20 | 197.74 | | 10,311.52 | 3,771.24 | 606.53 | |
| Washington | 555.80 | 6.21 | 42.00 | 3,469.59 | 585.95 | 133.00 | 1.00 | 390.59 | | 4,415.08 | 501.16 | 297.00 | |
| West Virginia | 795.58 | 2.41 | 49.00 | 423.02 | 348.22 | 470.56 | 44.85 | | 32.00 | 1,218.58 | 350.65 | 519.56 | |
| Wisconsin | 437.75 | 87 | 67.50 | 2,644.73 | 1,761.41 | 320.20 | | | | 3,082.48 | 1,762.28 | 387.70 | |
| Wyoming | 1,603.39 | | 16.00 | 1,968.70 | | 2.00 | | | | 3,602.09 | | 18.00 | |
| Total | 37,582.56 | 370.61 | 8,834.52 | 291,002,128.64 | 84,764.17 | 22,300.31 | 5,661.39 | 8,866.02 | 925.05 | 2,018.66 | 259,313.00 | 86,056.83 | 153.49 |
| | | | | | | | | | | | | 5,962.89 | |

RECAPITULATION.

| | Service. | | Deductions. | Remissions. | Fines. | Remissions. |
|-------------------------------|----------|-------|--------------|-------------|-------------|-------------|
| Railroad..... | | | \$212,864.42 | \$84,764.17 | \$22,300.31 | \$5,661.39 |
| Star..... | | | 37,582.56 | 370.61 | 8,834.52 | 291.00 |
| Steamboat..... | | | 8,868.02 | 925.05 | 2,018.66 | ..... |
| Mail messenger..... | | | 1,542.95 | 27.85 | 3,412.38 | 64.23 |
| Postal clerks..... | | | 3,009.46 | 10.02 | ..... | ..... |
| Total..... | | | 263,865.41 | 86,103.70 | 36,565.87 | 6,016.62 |
| Net..... | | | 177,761.71 | ..... | 30,549.25 | ..... |
| Net deductions and fines..... | | | 208,310.96 | ..... | ..... | ..... |

G.—Mail service as in operation June 30, 1893, and June 30, 1894, showing increase and decrease, and percentage of increase and decrease from June 30, 1893, to June 30, 1894.

| Items. | June 30, 1893. | June 30, 1894. | Increase from June 30, 1893, to June 30, 1894. | Decrease from June 30, 1893, to June 30, 1894. | Percentage of increase from June 30, 1893, to June 30, 1894. | Percentage of decrease from June 30, 1893, to June 30, 1894. |
|--|----------------|----------------|--|--|--|--|
| STAR SERVICE. | | | | | | |
| Number of routes | 18,650 | 19,375 | 716 | | 3.83 | |
| Length of routes (miles) | 249,859.05 | 251,587.55 | 1,728.50 | | .69 | |
| Annual rate of expenditure | \$5,758,819.83 | \$5,893,590.07 | \$134,770.24 | | 2.33 | |
| Number of miles traveled per annum | 110,216,265.42 | 113,570,338.48 | 3,354,073.06 | | 3.04 | |
| Rate of cost per mile traveled (cents) | 5.22 | 5.19 | | .03 | | .57 |
| Rate of cost per mile of length | \$23.05 | \$23.42 | \$0.37 | | 1.60 | |
| Average number of trips per week | 4.24 | 4.34 | .10 | | 2.35 | |
| REGULATION WAGON SERVICE. | | | | | | |
| Number of routes | 36 | 37 | 1 | | 2.77 | |
| Length of routes (miles) | 614.07 | 922.15 | 308.08 | | 50.17 | |
| Annual rate of expenditure | \$477,087.14 | \$547,171.00 | \$70,083.86 | | 14.68 | |
| Number of miles traveled per annum | 2,377,634.22 | 3,426,926.17 | 1,049,291.95 | | 44.13 | |
| Rate of cost per mile traveled (cents) | 20.06 | 15.06 | | 4.10 | | 20.43 |
| Rate of cost per mile of length | \$776.92 | \$593.36 | | \$183.56 | | 23.62 |
| Average number of trips per week | 37.23 | 35.73 | | 1.50 | | 4.02 |
| STAR SERVICE (omitting regulation wagon service). | | | | | | |
| Number of routes | 18,623 | 19,338 | 715 | | 3.83 | |
| Length of routes (miles) | 249,244.08 | 250,665.40 | 1,420.42 | | .56 | |
| Annual rate of expenditure | \$5,281,732.60 | \$5,346,219.07 | 64,486.38 | | 1.22 | |
| Number of miles traveled per annum | 107,838,631.20 | 110,143,412.31 | 2,304,781.11 | | 2.13 | |
| Rate of cost per mile traveled (cents) | 4.89 | 4.85 | | .04 | | .81 |
| Rate of cost per mile of length | \$21.19 | \$21.32 | \$0.13 | | .61 | |
| Average number of trips per week | 4.16 | 4.22 | .06 | | 1.44 | |
| SPECIAL OFFICE SERVICE. | | | | | | |
| Number of routes | 2,212 | 2,161 | | 51 | | 2.30 |
| Length of routes (miles) | 20,030.31 | 18,592.33 | | 3,437.98 | | 17.16 |
| Annual rate of expenditure | \$41,338.90 | \$31,310.23 | | \$10,028.76 | | 24.26 |
| Number of miles traveled per annum | 3,867,606.80 | 3,685,436.32 | | 182,170.48 | | 4.71 |
| Rate of cost per mile traveled (cents) | 1.06 | .85 | | .21 | | 19.81 |
| Rate of cost per mile of length | \$2.06 | \$1.88 | | \$0.18 | | .87 |
| Average number of trips per week | 1.85 | 2.13 | .28 | | 15.13 | |
| STEAMBOAT SERVICE. | | | | | | |
| Number of routes | 136 | 127 | | 9 | | 6.61 |
| Length of routes (miles) | 11,264.48 | 11,054.80 | | 209.62 | | 1.86 |
| Annual rate of expenditure | \$433,070.88 | \$423,219.26 | | \$9,851.62 | | 2.27 |
| Number of miles traveled per annum | 3,512,420.84 | 3,376,867.09 | | 135,553.75 | | 3.85 |
| Rate of cost per mile traveled (cents) | 12.32 | 12.53 | .21 | | 1.70 | |
| Rate of cost per mile of length | \$38.44 | \$38.28 | | \$0.16 | | .41 |
| Average number of trips per week | 2.99 | 2.93 | | .06 | | 2 |

G.—Mail service as in operation June 30, 1893, and June 30, 1894—Continued.

| Items. | Jun 0, 1893. | June 30, 1894. | Increase from June 30, 1893, to June 30, 1894. | Decrease from June 30, 1893, to June 30, 1894. | Percentage of increase from June 30, 1893, to June 30, 1894. | Percentage of decrease from June 30, 1893, to June 30, 1894. |
|---|-------------------|-------------------|--|--|--|--|
| RAILROAD SERVICE. | | | | | | |
| Number of routes..... | 2, 529 | 2, 606 | 77 | | 3.04 | |
| Length of routes..... | 166, 952.37 | 169, 768.81 | 2, 816.44 | | 1.68 | |
| Annual rate of expenditure: | | | | | | |
| For transportation..... | \$25, 716, 605.85 | \$27, 153, 091.16 | \$1, 436, 485.31 | | 5.58 | |
| For railway post-office cars..... | 3, 193, 589.45 | 3, 205, 098.85 | 11, 509.40 | | .36 | |
| For transportation and railway post-office cars combined..... | \$28, 910, 195.30 | \$30, 358, 190.01 | \$1, 447, 994.71 | | 5 | |
| Number of miles traveled per annum..... | 252, 750, 574.20 | 264, 717, 595.28 | 11, 967, 021.08 | | 4.73 | |
| Rate of cost per mile traveled (cents): | | | | | | |
| For transportation..... | 10.17 | 10.25 | .08 | | .78 | |
| For transportation and railway post-office cars combined..... | 11.43 | 11.46 | .03 | | .26 | |
| Rate of cost per mile of length: | | | | | | |
| For transportation..... | \$154.03 | \$159.04 | \$5.01 | | 3.83 | |
| For transportation and railway post-office cars combined..... | \$173.16 | \$178.82 | \$5.66 | | 3.26 | |
| Average number of trips per week..... | 14.55 | 14.99 | .44 | | 3.02 | |
| MAIL-MESSENGER SERVICE. | | | | | | |
| Number of routes..... | 7, 295 | 7, 326 | 31 | | .42 | |
| Length of routes (miles)..... | 5, 726.62 | 5, 742.65 | 16.03 | | .28 | |
| Annual rate of expenditure..... | \$1, 223, 411.21 | \$1, 205, 136.20 | \$18, 275.01 | | 1.49 | |
| Number of miles traveled per annum..... | 11, 152, 218.49 | 11, 459, 629.13 | 307, 410.70 | | 2.75 | |
| Rate of cost per mile traveled (cents)..... | 10.97 | 10.51 | .46 | | 4.19 | |
| Rate of cost per mile of length..... | \$213.63 | \$209.85 | \$3.78 | | 1.77 | |
| Average number of trips per week..... | 18.72 | 19.18 | .46 | | 2.45 | |
| RAILWAY POST-OFFICE CLERKS. | | | | | | |
| Number of clerks..... | 6, 645 | 6, 852 | 207 | | 3.11 | |
| Annual rate of expenditure..... | \$6, 733, 410.00 | \$6, 989, 449.60 | \$256, 039.60 | | 3.80 | |
| MAIL EQUIPMENTS. | | | | | | |
| Mail bags, mail-bag catchers, etc. | \$259, 784.74 | \$259, 996.57 | \$211.83 | | | |
| Mail locks and keys, etc..... | 34, 875.60 | 34, 937.35 | 61.75 | | | |
| Repair shop for mail equipments..... | 6, 476.84 | 8, 492.33 | 2, 015.49 | | 31.11 | |
| Total annual expenditure..... | \$301, 137.18 | \$303, 426.25 | \$2, 289.07 | | .76 | |
| NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES. | | | | | | |
| Annual rate of expenditure..... | \$196, 614.16 | \$171, 238.75 | \$25, 375.41 | | 12.90 | |
| RECAPITULATION. | | | | | | |
| Total number of routes..... | 30, 831 | 31, 597 | 766 | | 2.48 | |
| Total length of routes (miles)..... | 453, 832.83 | 454, 746.20 | 913.37 | | .20 | |
| Total annual rate of expenditure..... | \$43, 597, 997.55 | \$45, 375, 359.77 | \$1, 777, 362.22 | | 4.07 | |
| Total number of miles traveled per annum..... | 381, 499, 085.75 | 396, 809, 866.30 | 15, 310, 780.61 | | 4.01 | |
| Rate of cost per mile traveled (cents)..... | 11.42 | 11.43 | .01 | | .08 | |
| Rate of cost per mile of length..... | \$96.06 | \$99.78 | \$3.72 | | 3.87 | |
| Average number of trips per week..... | 8.08 | 8.39 | .31 | | 3.83 | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in certain new routes in other States and Territories; the readjustment of the rates based on the number of trips for mails and railway post-office clerks, and the number of trips per week, in

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles.]

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|---|------------------|--|-----------------|---------------------------------------|-------------------------|
| | MAINE. | | Miles. | Pounds. | | Feet and inches. | |
| 101029 | Springvale, Sanford.. | Mousam River R. R. | 2.47 | 244 | 9.87 | no apt..... | 24 |
| | NEW HAMPSHIRE. | | | | | | |
| 102026 | Franklin Junction (n. o.), Tilton. | Franklin and Tilton R. R. | 5.30 | 105 | 24.54 | no apt..... | 13.13 |
| 102027 | New Boston, Parkers Station. | Concord and Montreal R. R. | 5.46 | 103 | 18.60 |do | 12 |
| 102028 | North Weare, Heniker. |do | 7.50 | 366 | 18 | apt. 10 by 6.10, 21.... | 12 |
| | MASSACHUSETTS. | | | | | | |
| 104022 | Bel'ingham, Mass., Woonsocket, R. I. | New York and New England R. R. | 7.45 | 1,254 | 24.30 | apt. 20.2 by 8.10, 21.... | 12 |
| 104032 | Harrison Square (n. o.), Mattapan. | New York, New Haven and Hartford R. R. | 4.19 | 575 | 12.30 | no apt..... | 7.63 |
| 104087 | Squannacook Junction (n. o.), Mass., Brookline, N. H. | Fitchburg R. R..... | 13.57 | 67 | 27.60 |do | 12 |
| 104088 | Plymouth, Middleboro. | New York, New Haven and Hartford R. R. | 16.79 | 188 | 28.22 |do | 15 |
| 104089 | Peabody, North Reading. | Boston and Maine R. R. | 9.55 | 84 | 26.22 |do | 18 |
| | CONNECTICUT. | | | | | | |
| 100024 | Bethel, Hawleyville.. | Shepaug, Litchfield and Northern R. R. | 6.25 | 396 | 24 | ap. 6 by 6.4, 11 | 9 |
| | NEW YORK. | | | | | | |
| 107038 | Cooperstown Junction (n. o.), Davenport Center. | Cooperstown and Charlotte Valley R. R. | 8.74 | 187 | 21 | no apt..... | 12 |
| 107040 | Buffalo, Williams-ville. | Buffalo and Williams-ville Electric Rwy. | 9.68 | 161 | 8 | ... do | 12 |
| 107159 | Van Etten Junction (n. o.), Geneva Junction (n. o.). | Lehigh Valley R. R. | 50.30 | 780 | 31 | apt. 15 by 8.10, 11.... | 6 |
| 107163 | Dolgeville, Little Falls. | Little Falls and Dolgeville R. R. | 11.20 | 255 | 22 | no apt..... | 12 |
| 107164 | Stanley, Naples | Middlesex Valley R. R. | 22.52 | 207 | 15 |do | 12 |
| 107167 | Malone, Poland..... | New York Central and Hudson River R. R. | 158.10 | 750 | 29 | apt. 15.11 by 7.11, 11.. | 12 |
| 107168 | Lake Clear Junction (n. o.), Saranac Lake. |do | 6.65 | 137 | 17 |do | 12 |
| 107170 | Honeoye Falls, Lima. | Lima and Honeoye Falls Rwy. | 4.46 | 174 | 13 | no apt. | 15 |
| | NEW JERSEY. | | | | | | |
| 109016 | Paterson, Singee..... | Paterson and Little Falls Consolidated Rwy. | 5 | 152 | 7.50 | no apt..... | 18 |
| 109081 | Rockaway, Hibernia. | Central R. R. Co. of New Jersey. | 3.64 | 74 | 16 |do | 18 |
| | PENNSYLVANIA. | | | | | | |
| 110133 | Mills, Ulysses | Fall Brook Rwy | 7.49 | 834 | 23 | apt. 10.10 by 7.3, 21.... | 12 |
| 110135 | Dubois Junction (n. o.), Beech Creek R. R. depot in Clearfield. | Buffalo, Rochester and Pittsburg Rwy. | 26.33 | 230 | 21 | no apt | 12 |

*States and Territories in which the contract term expired June 30, 1894, and also on cer-
upon returns of the weight of the mails, the speed with which they are conveyed, the accommoda-
accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878.*

[Adjusted or readjusted from July 1, 1894, unless otherwise noted.]

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty day from April 18, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|---|--------------------------|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 45.32 | | | | 111.94 | | | | Sept. 25 | New from Aug. 21, 1893. |
| 42.75 | | | | 226.57 | | | | Sept. 25 | New from Jan. 9, 1891. |
| 42.75 | | | | 233.41 | | | | Sept. 25 | New from June 26, 1893. |
| 53.87 | | | | 404.02 | | | | Sept. 25 | New from July 17, 1893. |
| 95.76 | | | | 713.41 | | | | Sept. 25 | New from Aug. 21, 1893. |
| 66.69 | | | | 279.43 | | | | | New from Mar. 26, 1894. |
| 42.75 | | | | 580.11 | | | | Sept. 25 | New from Jan. 1, 1893. |
| 42.75 | | | | 717.77 | | | | Sept. 25 | New from Feb. 20, 1893. |
| 42.75 | | | | 408.26 | | | | Sept. 25 | New from June 1, 1893. |
| 56.43 | | | | 352.68 | | | | Sept. 25 | New from Jan. 9, 1893. |
| 42.75 | | | | 373.63 | | | | Sept. 25 | New from Aug. 15, 1893. |
| 42.75 | | | | 413.82 | | | | | New from Sept. 18, 1893. |
| 76.10 | | | | 4,284.43 | | | | Sept. 25 | New from Jan. 1, 1893. |
| 46.17 | | | | 517.10 | | | | Sept. 25 | New from Feb. 1, 1893. |
| 42.75 | | | | 962.73 | | | | Sept. 25 | New from Mar. 6, 1893. |
| 74.39 | | | | 11,761.05 | | | | Sept. 25 | New from June 15, 1893. |
| 42.75 | | | | 284.28 | | | | Sept. 25 | Do. |
| 42.75 | | | | 190.66 | | | | | New from Oct. 23, 1893. |
| 42.75 | | | | 213.75 | | | | | New from Jan. 1, 1894. |
| 42.75 | | | | 153.61 | | | | Sept. 25 | New from Apr. 10, 1893. |
| 77.81 | | | | 582.79 | | | | Sept. 25 | New from Sept. 4, 1893. |
| 44.46 | | | | 1,170.63 | | | | | Do. |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|---|------------------|--|-----------------|--|-------------------------|
| | PENNSYLVANIA—c't'd. | | Miles. | Pounds. | | Feet and inches. | |
| 110150 | Wilmerding, McKeesport. | McKeesport Agency Co. | 6.42 | 777 13 | | no apt. | 38.50 |
| 110204 | Bradford, Mount Jewett. | New York, Lake Erie and Western R. R. | 20.83 | 169 21 | | do | 6 |
| 110223 | Bradley Junction (n. o.), Grant. | Pennsylvania R. R. | 17.38 | 181 18 | | do | 12 |
| 110224 | New Bloomfield, Landisburg. | Perry County R. R. | 10.47 | 145 10 | | do | 18 |
| 110225 | Horatio, Fordham | Pennsylvania and Northwestern R. R. | 3.95 | 50 19 | | do | 12 |
| 110226 | Port Royal, East Waterford. | Tuscarora Valley R. R. Co. | 17.73 | 160 14 | | do | 12 |
| 110227 | Wilkesbarre, Luzerne. | Lehigh Valley R. R. Co. | 5.59 | 372 19 | | do | 21 |
| 110228 | Kermoor Junction (n. o.), Mahaffey. | New York Central and Hudson River R. R. | 12.05 | 711 17 | | apt. 8.6 by 6.6, 1 l. | 6 |
| 110229 | Bridgeville, Cecil | Pittsburg, Cincinnati, Chicago and St. Louis Rwy. | 5.27 | 76 14 | | no apt. | 12 |
| 110230 | Williamstown, Lykens. | Williams Valley R. R. | 4.86 | 212 22 | | do | 21 |
| 110233 | Milton Branch Junction (n. o.), Milton. | Philadelphia and Reading R. R. | 0.92 | 133 10 | | do | 12 |
| 110234 | Willow Grove Junction (n. o.), Langhlin Junction (n. o.). | Pittsburg Junction R. R. | 4.10 | 9,323 20 | | r. p. o., 60 by 8.6, 1 l. | 13 |
| 110236 | Onelda Junction (n. o.), Sheppton. | Delaware, Susquehanna and Schuylkill R. R. | 10.37 | 97 26 | | no apt. | 12 |
| 110237 | Nordmont, Satterfield Junction (n. o.) | Williamsport and North Branch R. R. | 17.52 | 182 16 | | apt. 10 by 8, 1 l. over part of route. | 12 |
| | WEST VIRGINIA. | | | | | | |
| 116038 | Coalburg, Acme | Chesapeake and Ohio Rwy. | 15.17 | 50 | | no apt. | 6 |
| | SOUTH CAROLINA. | | | | | | |
| 120038 | Sumter, S. C., Gibson Station, N. C. | Charleston, Sumter and Northern R. R. | 74.33 | 755 26 | | apt. 14.9 by 6.6, 1 l. | 6 |
| | GEORGIA. | | | | | | |
| 121076 | Machen, Covington | Middle Georgia and Atlantic R. R. | 26.49 | 407 18 | | apt. 15.6 by 8, 1 l. | 9.50 |
| | FLORIDA. | | | | | | |
| 123002 | Daytona, Eau Gallie. | Jacksonville, St. Augustine and Indian River Rwy. | 81.71 | 1,282 21 | | apt. 17.9 by 7.3, 1 l. | 7 |
| 123023 | Archer, Early Bird | Florida Central and Peninsular R. R. | 26.49 | 103 12 | | no apt. | 6 |
| | TENNESSEE. | | | | | | |
| 127039 | Athens, Tellico Plains. | Nashville, Tellico and Charleston R. R. | 23.90 | 145 10 | | do | 8.66 |
| | INDIANA. | | | | | | |
| 133026 | Montpelier, Ohio, Walcottville, Ind. | Wabash R. R. | 40.68 | 1,180 28 | | apt., 28 by 5.8, 1 l. | 6 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|---|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 75.24 | | | | 483.04 | | | | | New from Nov. 6, 1893. |
| 42.75 | | | | 890.48 | | | | | New from Feb. 5, 1894. |
| 42.75 | | | | 742.99 | | | | Sept. 25 | New from Mar. 6, 1893, Bradley Junction (n. o.) to Spangler, Pa., 10.78 miles; extension from Spangler to Grant, Pa., from June 26, 1893, 6.60 miles. |
| 42.75 | | | | 447.59 | | | | Sept. 25 | New from Mar. 6, 1893. |
| 42.75 | | | | 168.86 | | | | Sept. 25 | New from Mar. 20, 1893. |
| 42.75 | | | | 757.95 | | | | Sept. 25 | New from Apr. 3, 1893. |
| 54.72 | | | | 805.88 | | | | Sept. 25 | New from Apr. 17, 1893. |
| 72.68 | | | | 875.79 | | | | Sept. 25 | New from May 8, 1893. |
| 42.75 | | | | 225.29 | | | | Sept. 25 | New from June 12, 1893. |
| 43.61 | | | | 211.94 | | | | Sept. 25 | Do. |
| 42.75 | | | | 39.33 | | | | Sept. 25 | New from June 22, 1893. |
| 217.17 | 50.00 | | | 890.39 | 205.00 | | | Oct. 6 | New from June 23, 1893. |
| 42.75 | | | | 443.31 | | | | Sept. 25 | New from Aug. 1, 1893. |
| 42.75 | | | | 748.98 | | | | | New from Oct. 23, 1893. |
| 42.75 | | | | 648.51 | | | | Oct. 2 | New from June 1, 1893. |
| 74.39 | | | | 5,529.40 | | | | Apr. 16 | Adjusted from July 1, 1894. |
| 57.29 | | | | 1,517.60 | | | | Apr. 16 | 11.89 m. from Oct. 2, 1893; 14.60 m. from Nov. 13, 1893. |
| 97.47 | | | | 7,964.26 | | | | Nov. 13 | 67.06 m. from Feb. 6, 1893; 14.65 m. from Sept. 1, 1893. |
| 42.75 | | | | 1,132.44 | | | | Sept. 25 | 29.33 m. from Jan. 16 to Mar. 31, 1893; adjusted Apr. 1, 1893. |
| 42.75 | | | | 1,021.72 | | | | Oct. 2 | New from June 1, 1893. |
| 93.20 | | | | 3,791.37 | | | | Sept. 25 | New from Mar. 1, 1893. |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|---|------------------|--|-----------------|---------------------------------------|-------------------------|
| | ILLINOIS. | | Miles. | Pounds | | Feet and inches. | |
| 135113 | Randolph street station, Chicago (n. o.), Harvey. | Illinois Central R. R. | 20.11 | 3,374 | 17 | r. p. o. 50 by 8.9, 10 1. | 61 |
| | MICHIGAN. | | | | | | |
| 187101 | Channing (n. o.), Sidnaw. | Milwaukee and Northern R. R. | 47.04 | 261 | 20.14 | no apt. | 10.50 |
| 187103 | Emory Junction (n. o.), Rose City. | Detroit, Bay City and Alpena R. R. | 33.55 | 98 | 10.82 | do | 6 |
| | WISCONSIN. | | | | | | |
| 139086 | Casco Junction (n. o.), Ahnapee. | Ahnapee and Western Rwy. | 14.09 | 381 | 14.10 | no apt. | 24 |
| 139088 | Jeffris Junction (n. o.), Jeffris. | Chicago and Northwestern Rwy. | 2.06 | 33 | | do | 6 |
| 139089 | Woodville, Spring Valley. | Minnesota and Wisconsin R. R. | 11.46 | 133 | 19.57 | do | 6 |
| | MINNESOTA. | | | | | | |
| 141081 | Duluth, Marfield. | Duluth, Missabe and Northern Rwy. | 74.30 | 324 | 21.48 | no apt. | 6 |
| 141082 | Hinckley, Duluth. | Eastern Rwy. Co. of Minnesota. | 72.41 | 210 | 26.97 | do | 6 |
| 141083 | Red Lake Falls, Thief River Falls. | Great Northern Rwy. | 18.36 | 48 | 11.40 | do | 3 |
| 141084 | Wolf (n. o.), Virginia. | Duluth, Missabe and Northern Rwy. | 6.40 | 129 | 19.20 | do | 6 |
| 141085 | Wolf (n. o.), Hibbing. | do | 17 | 63 | 15.42 | do | 6 |
| | IOWA. | | | | | | |
| 143110 | Birmingham, Ottumwa. | Chicago, Fort Madison and Des Moines Rwy. | 30.55 | 418 | 22.42 | 1 line apt., 20 by 9. | 6 |
| 143111 | Davenport, Bennett. | Burlington, Cedar Rapids and Northern Rwy. | 31.76 | 161 | 25.41 | no apt. | 6 |
| 143112 | Forest City, Armstrong. | do | 47.52 | 418 | 25.60 | 1 line apt., 17.6 by 9.1. | 6 |
| | MISSOURI. | | | | | | |
| 145086 | Commerce, Morley. | Honck's Missouri and Arkansas R. R. | 13.12 | 135 | 10.33 | no apt. | 12 |
| | ARKANSAS. | | | | | | |
| 147001 | Memphis, Tenn., Little Rock, Ark. | Little Rock and Memphis R. R. | 134.20 | 4,092 | 21 | apt. 22.9 by 8.9, 2 1 | 14 |
| 147002 | Helena, Clarendon. | Arkansas Midland R. R. | 49.50 | 290 | 13 | apt. 14.6 by 7, 1 1 | 6 |
| 147003 | Little Rock, Fort Smith. | Little Rock and Fort Smith Rwy. | 166.89 | 2,590 | 25 | apt. 18.10 by 9.2, 2 1 | 14 |
| 147004 | Tripp, Warren. | St. Louis, Iron Mountain and Southern Rwy. | 49.30 | 273 | 14 | apt. 8.6 by 7.8, 1 1 | 6 |
| 147005 | Malvern, Hot Springs. | Hot Springs R. R. | 22.41 | 1,764 | 23 | no apt. | 24.50 |
| 147006 | Brinkley, Jacksonport. | White and Black River Valley Rwy. | 60.92 | 192 | 14 | apt. 8 by 6, 1 1 | 7 |
| 147007 | Little Rock, Arkansas City. | St. Louis, Iron Mountain and Southern Rwy. | 113.97 | 1,305 | 20 | apt. 21.1 by 9, 1 1 | 9.65 |
| 147008 | Vacant. | | | | | | |
| 147009 | Nashville, Hope. | Arkansas and Louisiana Rwy. | 26.70 | 771 | 14 | apt. 6.1 by 8.7, 2 1 | 13 |
| 147010 | Gurdon, Eldorado. | St. Louis, Iron Mountain and Southern Rwy. | 66.65 | 305 | 20 | apt. 14.2 by 9.4, 1 1 | 7 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|---|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 147.06 | | | | 2,957.87 | | | | Aug. 21 | Pay fixed from Jan. 1 to Dec. 31, 1893. |
| 47.03 | | | | 2,212.29 | | | | Sept. 25 | Pay fixed from Feb. 1, 1893, to June 30, 1896. |
| 42.75 | | | | 1,434.26 | | | | Sept. 25 | Pay fixed from Mar. 20, 1893, to June 30, 1896. |
| 55.54 | | | | 783.12 | | | | Oct. 15 | Pay fixed from Nov. 3, 1892, to June 30, 1895. |
| 42.75 | | | | 88.06 | | | | Sept. 25 | Pay fixed from Mar. 20, 1893, to June 30, 1895. |
| 42.75 | | | | 489.91 | | | | Sept. 25 | Pay fixed from July 24, 1893, to June 30, 1895. |
| 51.30 | | | | 3,811.59 | | | | | Pay fixed from Jan. 1, 1894, to June 30, 1895. |
| 42.75 | | | | 3,096.52 | | | | Sept. 25 | Pay fixed from Apr. 17, 1893, to June 30, 1895. |
| 42.75 | | | | 784.89 | | | | Sept. 25 | Pay fixed from Apr. 24, 1893, to June 30, 1895. |
| 27.57 | | | | 176.44 | | | | | Agreement; pay fixed from Jan. 1, 1894, to June 30, 1895. |
| 13.46 | | | | 228.82 | | | | | Agreement; pay fixed from Jan. 1, 1894, to June 30, 1895. |
| 58.14 | | | | 1,776.17 | | | | Sept. 25 | Pay fixed from Jan. 23, 1893, to June 30, 1895. |
| 42.75 | | | | 1,357.74 | | | | Sept. 25 | Pay fixed from Mar. 6, 1893, to June 30, 1895. |
| 58.14 | | | | 2,762.81 | | | | Sept. 25 | Pay fixed from June 21, 1893, to June 30, 1895. |
| 42.75 | | | | 560.88 | | | | | Pay fixed from Nov. 6, 1893, to June 30, 1895. |
| 157.32 | | | | 16,920.54 | | | | | 133.20 m. land grant at \$125.85 per m. |
| 48.74 | | | | 2,412.03 | | | | | |
| 108.70 | | | | 18,096.57 | | | | | All land grant. |
| 47.88 | | | | 2,360.48 | | | | | |
| 117.99 | | | | 2,644.15 | | | | | |
| 42.75 | | | | 2,604.33 | | | | | |
| 98.33 | | | | 11,206.07 | | | | | |
| 75.24 | | | | 1,933.66 | | | | | |
| 49.50 | | | | 3,305.17 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------------|-------------------------------------|--|------------------|--|-----------------|---------------------------------------|-------------------------|
| ARKANSAS—continued. | | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 147011 | Searcy, West Point.. | Searcy and West Point R. R. | 8.47 | 262 | 11 | no apt..... | 17.98 |
| 147012 | Knobel, Helena..... | St. Louis, Iron Mountain and Southern Rwy. | 140.79 | 1,009 | 16 | apt. 14.6 by 81.0, 1 l... | 7 |
| 147013 | Seligman, Mo., Eureka Springs, Ark. | Eureka Springs Rwy. | 19.29 | 845 | 23 | no apt..... | 14 |
| 147014 | Newport, Cushman... | St. Louis, Iron Mountain and Southern Rwy. | 42.27 | 550 | 12 | apt. 16 by 9, 1 l..... | 6 |
| 147015 | McNeil, Magnolia.... | do | 6.73 | 280 | 13 | no apt..... | 14 |
| 147016 | Russellville, Dardanelle. | Dardanelle and Russellville Rwy. | 5.63 | 359 | 8 | do | 14 |
| 147017 | Hebron, Antoine..... | Southern Arkansas and Indian Territory Rwy. | 31.26 | 82 | 15 | do | 6 |
| 147018 | Rogers, Bentonville.. | Bentonville R. R.... | 7.05 | 347 | 17 | do | 13 |
| 147019 | Fort Smith, Ark., Paris, Tex. | St. Louis and San Francisco Rwy. | 169.44 | 2,191 | 20 | apt. 24.2 by 9.3, 1 l... | 14 |
| 147020 | Pine Bluff, English.. | Pine Bluff and Eastern R. R. | 30.34 | 84 | 7 | no apt..... | 6 |
| 147021 | Fayetteville, St. Paul | St. Louis and San Francisco Rwy. | 35.51 | 184 | 10 | apt. 12 by 7.2, 1 l.... | 7 |
| 147022 | Daleville, Sparkmon. | Ultima Thule, Arkansas and Mississippi Rwy. | 21.28 | 72 | 13 | no apt..... | 6 |
| 147023 | Bald Knob, Ark., Memphis, Tenn. | St. Louis, Iron Mountain and Southern Rwy. | 91.28 | 1,347 | 22 | apt. 21.1 by 9.2, 1 l... | 17.54 |
| 147024 | Jenson, Mansfield.... | St. Louis and San Francisco Rwy. | 18.28 | 634 | 24 | apt. 9.5 by 7.2, 1 l... | 13 |
| 147025 | Fort Smith, Greenwood. | St. Louis, Iron Mountain and Southern Rwy. | 19.24 | 148 | 23 | no apt..... | 6 |
| 147026 | Little Rock, Altheimer. | St. Louis Southwestern Rwy. | 44.36 | 134 | 10 | apt. 8 by 8, 1 l..... | 6 |
| 147027 | McGehee, State Line (n. o.). | St. Louis, Iron Mountain and Southern Rwy. | 45.99 | 781 | 20 | apt. 21.1 by 9.2, 1 l... | 7 |
| 147028 | Brinkley, Pine City (n. o.). | Brinkley, Helena and Indian Bay R. R. | 25 | 111 | 13 | no apt..... | 6 |
| 147029 | Texarkana, Fort Lynn. | Texarkana and Shreveport R. R. | 22.64 | 71 | 12 | do | 6 |
| 147030 | Stuttgart, DeWitt... | Stuttgart and Arkansas River R. R. | 25.98 | 129 | 17 | do | 6 |
| 147033 | Texarkana, Allene... | Texarkana and Fort Smith Rwy. | 31 | 127 | 19 | do | 8 |
| 147034 | El Dorado, Cargile... | Arkansas Southern R. R. | 5.18 | 32 | 15 | do | 6 |
| 147035 | Wiville (n. o.), Gregory. | White and Black River Valley Rwy. | 6.19 | 28 | 9 | do | 6 |
| 147036 | Sulphur Springs, Siloam Springs. | Kansas City, Pittsburg and Gulf R. R. | 25.22 | 515 | 14 | apt. 8.10 by 7.1, 1 l... | 13 |
| LOUISIANA. | | | | | | | |
| 149001 | State Line (n. o.), Blankston. | St. Louis, Iron Mountain and Southern Rwy. | 70.16 | 761 | 20 | apt. 21.1 by 9.2, 1 l.... | 7 |
| 149002 | New Orleans, La., Marshall, Tex. | Texas and Pacific Rwy. | 366.27 | 3,799 | 24 | apt. 25 by 9, 1 l..... | 15.79 |
| 149003 | New Orleans, Lafayette. | Morgan's Louisiana and Texas R. R. and Steamship Co. | 145.83 | 11,661 | 26 | r. p. o. 40.11 by 9.1, 1 l. | 14.17 |
| 149004 | Vacant. | | | | | | |
| 149005 | Vidalia, Jonesville ... | Natchez, Red River and Texas R. R. | 25.60 | 84 | 10 | no apt..... | 7 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 47.03 | | | | 398.34 | | | | | |
| 85.50 | | | | 12,037.54 | | | | | Covers route 147,008. |
| 78.66 | | | | 1,517.35 | | | | | |
| 65.84 | | | | 2,783.05 | | | | | |
| 47.88 | | | | 322.23 | | | | | |
| 53.87 | | | | 303.28 | | | | | |
| 42.75 | | | | 1,336.36 | | | | | |
| 53.01 | | | | 373.72 | | | | | |
| 130.82 | | | | 22,166.14 | | | | | |
| 42.75 | | | | 1,297.03 | | | | | |
| 42.75 | | | | 1,518.05 | | | | | |
| 42.75 | | | | 908.72 | | | | | |
| 100.04 | | | | 9,131.65 | | | | | |
| 69.26 | | | | 1,266.07 | | | | | |
| 42.75 | | | | 822.51 | | | | | |
| 42.75 | | | | 1,896.30 | | | | | |
| 76.10 | | | | 3,490.83 | | | | | |
| 42.75 | | | | 1,068.75 | | | | | |
| 42.75 | | | | 967.86 | | | | | 5.11 m. from Dec. 18, 1893. |
| 42.75 | | | | 1,110.64 | | | | | |
| 42.75 | | | | 1,325.25 | | | | | |
| 42.75 | | | | 221.44 | | | | | |
| 42.75 | | | | 264.62 | | | | | |
| 64.13 | | | | 1,617.35 | | | | | |
| 75.24 | | | | 5,278.83 | | | | | |
| 153.05 | | | | 55,466.84 | | | | | Covers 149011 and part of 150009; 19.30 m. land grant at \$122.44 per m. |
| 241.97 25.00 | | | | 31,396.57 | 3,637.00 | | | | 80 37 m. land grant at \$193.57 per m. |
| 42.75 | | | | 1,094.40 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and terminal. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails carried over entire route, per day. | Miles per hour | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|--|--|------------------|---|----------------|--|-------------------------|
| | LOUISIANA—cont'd. | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 149006 | Clinton, Ethel..... | Yazoo and Mississippi Valley R. R. | 8.20 | 165 15 | | no apt..... | 6 |
| 149007 | Slaughter, La., Woodville, Miss. | do | 41.80 | 326 10 | | do | 6 |
| 149008 | Vicksburg, Miss., Shreveport, La. | Vicksburg, Shreveport and Pacific R. R. | 173.76 | 3,164 21 | | r. p. o. 50 by 9.4 (40 ft. authorized), 1 l. | 7 |
| 149009 | Thibodeaux, Houma.. | Morgan's Louisiana and Texas R. R. and Steamship Co. | 19.98 | 334 14 | | no apt..... | 21 |
| 149010 | Lafayette, La., Orange, Tex. | Louisiana Western R. R. | 113.48 | 10,327 26 | | r. p. o. 40.11 by 9.1, 1 l. | 14 |
| 149011 | Vacant. | | | | | | |
| 149012 | Cades, St. Martinsville. | do | 7.03 | 128 12 | | no apt..... | 7 |
| 149013 | Baton Rouge Junction (n. o.), Baton Rouge. | Texas and Pacific Rwy. | 9.87 | 485 12 | | do | 7 |
| 149014 | New Orleans, Covington. | East Louisiana R. R. | 59.90 | 298 26 | | do | 10.26 |
| 149015 | Baldwin Station (n. o.), Louisa. | Morgan's Louisiana and Texas R. R. and Steamship Co. | 15.47 | 76 14 | | do | 7 |
| 149016 | Shreveport, Logansport. | Houston and Shreveport R. R. | 41.98 | 824 18 | | apt. 14 by 7, 1 l..... | 7 |
| 149017 | Cypress, Natchitoches. | Natchitoches and Red River R. R. | 11.85 | 328 17 | | no apt..... | 14 |
| 149018 | Homer, Bienville..... | Louisiana and Northwest R. R. | 35.57 | 185 20 | | do | 6.54 |
| 149019 | New Lewisville, Shreveport. | St. Louis Southwestern R. R. | 61.35 | 523 20 | | apt. 23.6 by 8, 1 l..... | 7 |
| 149020 | New Orleans, Bohemia. | New Orleans and Southern R. R. | 48.05 | 146 20 | | no apt..... | 6 |
| 149021 | Lafayette, Alexandria. | Morgan's Louisiana and Texas R. R. and Steamship Co. | 86.27 | 447 23 | | apt. 25 by 9.2, 1 l..... | 7 |
| 149022 | New Iberia, Avery. | do | 10.31 | 129 10 | | no apt..... | 10.60 |
| 149023 | Minden, Laneville.. | Minden R. R. and Compress Co. | 6.02 | 185 24 | | do | 14 |
| 149024 | Algiers, Buras..... | New Orleans, Fort Jackson and Grand Isle R. R. | 59.62 | 219 11 | | apt. 6.11 by 6.11, 1 l.. | 6 |
| 149025 | Vacant. | | | | | | |
| 149026 | Natchez, Miss., Rayville, La. | New Orleans and Northwestern Rwy. | 77.66 | 239 14 | | apt. 8.6 by 7, 1 l..... | 6 |
| 149027 | Vacant. | | | | | | |
| 149028 | Mandeville Junction (n. o.), Mandeville. | East Louisiana R. R. | 11.70 | 123 26 | | no apt..... | 14 |
| 149029 | Lake Charles, Alexandria. | Kansas City, Watkins and Gulf Rwy. | 99.10 | 521 25 | | apt. 14 by 6.8, 1 l..... | 6 |
| 149030 | Blensketon, Alexandria. | St. Louis, Iron Mountain and Southern Rwy. | 80.26 | 795 20 | | apt. 21.1 by 9.2, 1 l... | 7 |
| 149031 | Bastrop, Collins..... | New Orleans and Northwestern Rwy. | 7.36 | 150 14 | | no apt..... | 14 |
| 149032 | Iberia and Vermillion Junction (n. o.), Abbeville. | Iberia and Vermillion R. R. | 16.63 | 194 10 | | do | 7 |
| | TEXAS. | | | | | | |
| 150001 | Palestine, Galveston. | International and Great Northern R. R. | 201.49 | 3,035 24 | | apt. 21 by 9, 1 l. to Houston; 21.residue. | 15.75 |
| 150002 | Houston, San Antonio. | Galveston, Harrisburg and San Antonio Rwy. | 210.58 | 5,416 25 | | apt. 25.9 by 9, 2 l..... | 14 |
| 150003 | Houston, Denison ... | Houston and Texas Central R. R. | 338.55 | 6,401 20 | | apt. 24.6 by 9.1, 2 l... | 15.51 |
| 150004 | Hempstead, Austin .. | do | 115.04 | 1,837 28 | | apt. 14.9 by 8.10, 1 l.. | 14 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|---------------------------------------|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 42.75 | | | | 350.55 | | | | | |
| 51.30 | | | | 2,144.34 | | | | | |
| 115.60 | 25.00 | | | 20,086.65 | 4,319.50 | | | | All land grant. |
| 52.16 | | | | 1,042.15 | | | | | Covers 149004. |
| 227.43 | 25.00 | | | 25,808.75 | 2,811.50 | | | | |
| 42.75 | | | | 300.53 | | | | | |
| 62.42 | | | | 616.08 | | | | | |
| 49.59 | | | | 2,970.44 | | | | | |
| 42.75 | | | | 661.34 | | | | | |
| 77.81 | | | | 3,266.46 | | | | | |
| 51.30 | | | | 607.90 | | | | | |
| 42.75 | | | | 1,520.61 | | | | | |
| 64.98 | | | | 3,986.52 | | | | | |
| 42.75 | | | | 2,054.13 | | | | | |
| 50.85 | | | | 3,885.71 | | | | | 24.10 m. lap service at \$6.84 per m. |
| 42.75 | | | | 440.75 | | | | | |
| 42.75 | | | | 257.35 | | | | | |
| 43.61 | | | | 2,600.02 | | | | | Covers route 146027. |
| 45.32 | | | | 3,519.55 | | | | | |
| 42.75 | | | | 500.17 | | | | | |
| 64.98 | | | | 6,439.51 | | | | | |
| 76.10 | | | | 6,115.39 | | | | | |
| 42.75 | | | | 314.64 | | | | | |
| 42.75 | | | | 710.93 | | | | | 1643 m. from Dec. 1, 1893. |
| 142.79 | | | | 28,770.75 | | | | | Covers part of route 150006. |
| 175.28 | | | | 36,910.46 | | | | | |
| 185.54 | | | | 62,814.56 | | | | | |
| 120.56 | | | | 13,899.22 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and terminl. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails carried over entire route, per day. | | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|------------------|-----------------------------------|---|------------------|---|----|-----------------|--|-------------------------|
| | | | Miles. | Pounds. | | | Feet and inches. | |
| TEXAS—continued. | | | | | | | | |
| 150005 | Bremond, Ross | Waco and North-western R. R. | 54.60 | 1,510 | 29 | | apt. 17.6 by 9.3, 1 l.... | 12. 24 |
| 150006 | Vacant. | | | | | | | |
| 150007 | Longview, Laredo ... | International and Great Northern R. R. | 497.80 | 6,681 | 23 | | r. p. o. 44.5 by 9.1 (40 feet authorized), 1 l. to San Antonio, 343.70 m.; apt. 22 by 9.1, 1 l. | 11. 83 |
| 150008 | Houston, Columbia ... | do | 51.14 | 437 | 17 | | no apt. | 6 |
| 150009 | Texarkana, Ark., El Paso, Tex. | Texas and Pacific Rwy. | 867.17 | 5,642 | 23 | | r. p. o. 51.10 by 9.5 (40 feet authorized), 2 l. to Longview, 99.59 m.; 1 l. thence to Fort Worth, 155.22 m. | 11. 61 |
| 150010 | Vacant. | | | | | | | |
| 150011 | Whitesboro, Tex., Texarkana, Ark. | do | 173.42 | 2,241 | 23 | | apt. 25.6 by 9.5, 2 l. to Sherman; 1 l. residue. | 7. 79 |
| 150012 | Houston, Orange | Texas and New Orleans R. R. | 106.80 | 10,338 | 26 | | r. p. o. 40.11 by 9.1, 1 l., 105.62 m. apt. 25.9 by 9, 1 l. | 14 |
| 150013 | Jefferson, McKinney. | Sherman, Shreveport and Southern Rwy. | 154.07 | 355 | 18 | | apt. 17.3 by 8.10, 1 l. . | 7 |
| 150014 | Columbus, Lagrange. | Galveston, Harrisburg and San Antonio Rwy. | 31.59 | 74 | 13 | | no apt. | 6 |
| 150015 | Henderson, Overton.. | International and Great Northern R. R. | 16.73 | 306 | 13 | | do | 14 |
| 150016 | Corpus Christi, Laredo. | Texas Mexican Rwy. | 162.41 | 226 | 14 | | apt. 12 by 6, 1 l. | 7 |
| 150017 | Greenville, Mineola.. | Missouri, Kansas and Texas Rwy. | 51.00 | 253 | 17 | | apt. 12.2 by 7.3, 1 l. . | 7 |
| 150018 | Brownsville, Isabel... | Rio Grande R. R. | 22.50 | 25 | 15 | | no apt. | 7 |
| 150019 | Port Lavaca, Cuero.. | Gulf, Western, Texas and Pacific Rwy. | 56.39 | 369 | 24 | | apt. 25.9 by 9, 1 l. | 7 |
| 150020 | Vacant. | | | | | | | |
| 150021 | Waxahachie, Guide.. | Central Texas and Northwestern Rwy. | 11.89 | 1,042 | 29 | | apt. 14 by 9.1, 1 l. | 28 |
| 150022 | Whitesboro, Henrietta. | Missouri, Kansas and Texas Rwy. | 86.83 | 620 | 23 | | apt. 15.8 by 8.10, 1 l. . | 23 |
| 150023 | Houston, Tex., Logansport, La. | Houston, East and West Texas Rwy. | 192.63 | 674 | 18 | | apt. 14 by 7, 1 l. | 7 |
| 150024 | Navasota, Conroe | Gulf, Colorado and Santa Fe Rwy. | 44.31 | 141 | 10 | | apt. 11.5 by 6.11, 1 l. . | 7 |
| 150025 | Texarkana, Ark., Gatesville, Tex. | St. Louis Southwestern Rwy. Co., of Texas. | 305.03 | 1,861 | 22 | | apt. 23.6 by 8, 1 l. | 12. 91 |
| 150026 | Georgetown, Round Rock. | International and Great Northern R. R. | 10.32 | 396 | 10 | | no apt. | 14 |
| 150027 | Galveston, Fort Worth. | Gulf, Colorado and Santa Fe Rwy. | 346.56 | 1,670 | 25 | | apt. 20.1 by 9, 1 l. | 9. 36 |
| 150028 | Denison, Taylor | Missouri, Kansas and Texas Rwy. | 258.79 | 7,615 | 24 | | apt. 24.4 by 9.1, 2 l. . | 15. 92 |
| 150029 | Beaumont, Rockland. | Sabine and East Texas Rwy. | 73.98 | 451 | 21 | | apt. 25 by 9.2, 1 l. | 7 |
| 150030 | Dallas, Denton | Missouri, Kansas and Texas Rwy. | 37.69 | 469 | 23 | | apt. 15.8 by 8.10, 1 l. . | 7 |
| 150031 | Dallas, Kemp | Texas Trunk R. R. | 46.92 | 185 | 14 | | apt. 6.7 by 7.4, 1 l. | 6 |
| 150032 | Mineola, Troup | International and Great Northern R. R. | 44.54 | 392 | 23 | | apt. 16.5 by 8.10, 1 l. . | 14 |
| 150033 | Kenedy, Corpus Christi. | San Antonio and Arkansas Pass Rwy. | 88.48 | 1,045 | 25 | | apt. 16.10 by 9.2, 1 l. . | 7 |
| 150034 | Phelps, Huntsville... | International and Great Northern R. R. | 8.26 | 402 | 12 | | no apt. | 14 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for trans- portation. | Pay per mile per an- num for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transpor- tation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|---|--|---|--|--|--|---|--|---|---|
| <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | |
| 106.88 | | | | 5,835.64 | | | | | |
| 188.96 | 25.00 | | | 94,064.28 | 8,592.50 | | | | Covers part of route 150006. |
| 59.00 | | | | 3,017.26 | | | | | |
| 177.84 | 50.00 | | | 137,701.51 | 8,860.00 | | | | Covers route 150010; 92.87 m. Sierra Blanco to El Paso, lap service at \$81.22 per m. |
| 131.67 | | | | 22,834.21 | | | | | |
| 227.43 | 25.00 | | | 24,289.52 | 2,640.50 | | | | |
| 53.01 | | | | 8,167.25 | | | | | |
| 42.75 | | | | 1,350.47 | | | | | |
| 49.59 | | | | 820.64 | | | | | |
| 44.46 | | | | 7,220.74 | | | | | |
| 46.17 | | | | 2,554.67 | | | | | |
| 42.75 | | | | 961.87 | | | | | |
| 54.72 | | | | 3,085.66 | | | | | |
| 87.21 | | | | 1,038.92 | | | | | |
| 69.26 | | | | 0,013.84 | | | | | |
| 70.97 | | | | 13,670.95 | | | | | |
| 42.75 | | | | 1,894.25 | | | | | |
| 132.27 | | | | 37,296.01 | | | | | |
| 56.43 | | | | 582.35 | | | | | |
| 113.72 | | | | 39,409.66 | | | | | |
| 196.36 | | | | 51,333.58 | | | | | Covers part of route 150022. |
| 59.85 | | | | 4,427.70 | | | | | |
| 61.56 | | | | 2,320.10 | | | | | |
| 42.75 | | | | 2,005.83 | | | | | |
| 56.43 | | | | 2,513.39 | | | | | |
| 87.21 | | | | 7,716.34 | | | | | |
| 56.43 | | | | 466.11 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and terminl. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|------------------------------------|---|------------------|--|-----------------|--|-------------------------|
| | TEXAS—continued. | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 150035 | Paris, Weatherford.. | Gulf, Colorado and Santa Fe Rwy. | 195.19 | 1,229 22 | | apt. 24.2 by 9.3, 1 l. to Dallas; 2 l.—thence to Cleburne. | 8.92 |
| 150036 | Rosenberg, Victoria. | New York, Texas and Mexican Rwy. | 92.08 | 1,370 24 | | apt. 25.9 by 9, 1 l..... | 7 |
| 150037 | Fort Worth, Texline. | Fort Worth and Denver City Rwy. | 452.84 | 2,517 24 | | apt. 24.5 by 9.1, 2 l. to Quanah; 1 l. residue. | 9.90 |
| 150038 | Austin, Llano | Austin and North-western R. R. | 99.79 | 1,029 28 | | apt. 14.9 by 6.10, 1 l..... | 13 |
| 150039 | San Antonio, El Paso. | Galveston, Harrisburg and San Antonio Rwy. | 624.66 | 1,590 27 | | apt. 25.9 by 9, 1 l..... | 7 |
| 150040 | Harwood, Gonzales.. | do..... | 12.80 | 180 13 | | no apt..... | 7 |
| 150041 | Echo, Belton | Missouri, Kansas and Texas Rwy. | 6.72 | 455 13 | | do..... | 28 |
| 150042 | Garrett, Roberts.... | Texas Midland R. R. | 52.27 | 110 16 | | do..... | 6 |
| 150043 | Spofford, Eagle Pass. | Galveston, Harrisburg and San Antonio Rwy. | 35.64 | 403 24 | | do..... | 7 |
| 150044 | Tyler, Lufkin..... | Tyler Southeastern Rwy. | 89.00 | 447 18 | | apt. 14.1 by 8.1, 1 l..... | 7 |
| 150045 | Beaumont, Sabine Pass. | Sabine and East Texas Rwy. | 29.79 | 50 15 | | no apt..... | 6 |
| 150046 | Trinity, Colmesneil .. | Missouri, Kansas and Texas Rwy. | 66.95 | 316 19 | | apt. 11.3 by 7.3, 1 l..... | 7 |
| 150047 | Houston, Alvin..... | Gulf, Colorado and Santa Fe Rwy. | 26.61 | 2,076 25 | | no apt..... | 28 |
| 150048 | Longview, Boren.... | Texas, Sabine Valley and North-western Rwy. | 41.11 | 208 10 | | do..... | 6 |
| 150049 | Temple, San Angelo. | Gulf, Colorado and Santa Fe Rwy. | 228.39 | 1,342 15 | | apt. 20.1 by 9, 1 l..... | 7 |
| 150050 | Somerville, Navasota. | do..... | 28.56 | 98 13 | | no apt..... | 7 |
| 150051 | Coleman Junction (n.o.), Coleman. | do..... | 6.25 | 173 14 | | do..... | 7 |
| 150052 | Fort Worth, Waxahachie. | Fort Worth and New Orleans Rwy. | 41.16 | 927 14 | | apt. 14 by 9, 1 l..... | 14 |
| 150053 | Honey Grove, Ladonia. | Gulf, Colorado and Santa Fe Rwy. | 12.33 | 164 15 | | no apt..... | 14 |
| 150054 | Fort Worth, Tex., Purcell, Ind. T. | Gulf, Colorado and Santa Fe Rwy. | 172.09 | 3,012 25 | | apt. 26.3 by 9.1, 2 l..... | 14 |
| 150055 | Denison, Hillsboro... | Missouri, Kansas and Texas Rwy. | 172.64 | 2,218 25 | | apt. 15.8 by 8.10, 2 l..... | 14 |
| 150056 | Taylor, Houston..... | do..... | 165.97 | 1,636 25 | | apt. 21.7 by 9.3, 1 l..... | 14 |
| 150057 | San Antonio, Houston. | San Antonio and Aransas Pass Rwy. | 240.02 | 1,498 24 | | apt. 18.10 by 9.2, 1 l..... | 8.84 |
| 150058 | San Antonio, Kerrville. | do..... | 72.76 | 873 24 | | apt. 21.5 by 9.2, 1 l..... | 7 |
| 150059 | Vacant. | | | | | | |
| 150060 | Commerce, Sherman. | St. Louis South-western Rwy. Co. of Texas. | 52.79 | 415 22 | | apt. 24.6 by 9, 1 l..... | 7 |
| 150061 | Fort Worth, Brownwood. | Fort Worth and Rio Grande Rwy. | 141.99 | 989 22 | | apt. 18 by 9.2, 1 l..... | 7 |
| 150062 | Vacant. | | | | | | |
| 150063 | San Marcos, Smithville. | Missouri, Kansas and Texas Rwy. | 54.34 | 567 14 | | no apt..... | 11.75 |
| 150064 | Corsicana, Hillsboro. | St. Louis South-western Rwy. Co. of Texas. | 42.15 | 246 20 | | apt. 23.6 by 8, 1 l..... | 7 |
| 150065 | Texline, Tex., Pueblo, Colo. | Union Pacific, Denver and Gulf Rwy. | 227.79 | 1,477 24 | | apt. 24.5 by 9.1, 1 l..... | 7 |
| 150066 | Panhandle, Washburn. | Pan Handle Rwy.... | 16.25 | 73 16 | | no apt..... | 6 |
| 150067 | Mount Pleasant, Fort Worth. | St. Louis South-western Rwy. Co. of Texas. | 154.75 | 854 23 | | apt. 24.6 by 9, 1 l..... | 7 |
| 150068 | Rockport, Gregory... | San Antonio and Aransas Pass Rwy. | 21.43 | 294 15 | | no apt..... | 14 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks |
|--|---|---|--|--|---|---|--|--|--|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 94.91 | | | | 18,525.48 | | | | | Covers route 150059 and part of 150053 |
| 100.89 | | | | 9,289.95 | | | | | |
| 135.09 | | | | 61,174.15 | | | | | |
| 86.36 | | | | 8,617.86 | | | | | Covers 150088 and part of 150072. |
| 110.30 | | | | 68,899.99 | | | | | |
| 42.75 | | | | 547.20 | | | | | |
| 60.71 | | | | 407.97 | | | | | |
| 42.75 | | | | 2,234.54 | | | | | |
| 50.43 | | | | 2,011.16 | | | | | |
| 59.85 | | | | 5,326.65 | | | | | |
| 42.75 | | | | 1,273.52 | | | | | |
| 50.45 | | | | 3,377.62 | | | | | |
| 129.11 | | | | 3,435.61 | | | | | |
| 42.75 | | | | 1,757.45 | | | | | |
| 100.04 | | | | 22,848.13 | | | | | |
| 42.75 | | | | 1,220.94 | | | | | |
| 42.75 | | | | 267.18 | | | | | |
| 82.06 | | | | 3,378.41 | | | | | |
| 42.75 | | | | 527.10 | | | | | Part of this route covered by 150035. |
| 141.93 | | | | 24,424.73 | | | | | |
| 130.82 | | | | 22,584.76 | | | | | Covers 150070 and 150081 and part of 150017. |
| 112.01 | | | | 18,590.29 | | | | | Covers route 150092. |
| 106.02 | | | | 25,446.92 | | | | | Covers part of route 150033. |
| 79.52 | | | | 5,785.87 | | | | | |
| 57.29 | | | | 3,024.33 | | | | | Part covered by 150067. |
| 84.65 | | | | 12,019.45 | | | | | Covers 150080 and 150083. |
| 66.69 | | | | 3,623.93 | | | | | 35.86 m. from Dec. 25, 1893. |
| 45.32 | | | | 1,910.23 | | | | | |
| 105.17 | | | | 20,663.00 | | | | | 91.72 m. lap service, at \$69.26 per mile. |
| 42.75 | | | | 694.68 | | | | | |
| 78.66 | | | | 12,172.63 | | | | | Covers part of 150060. |
| 48.74 | | | | 1,044.49 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|-------------------|--|--|------------------|--|-----------------|---------------------------------------|-------------------------|
| | | | Miles. | Pounds. | | Feet and inches. | |
| TEXAS—continued. | | | | | | | |
| 150069 | Vacant. | | | | | | |
| 150070 | Vacant. | | | | | | |
| 150071 | Victoria, Beeville.... | Gulf, Western Texas and Pacific Rwy. | 55.60 | 400 16 | | No. apt. | 7 |
| 150072 | Fairland, Marble Falls. | Austin and North-western R. R. | 6.30 | 235 15 | | ...do | 20 |
| 150073 | Whitesboro, Fort Worth. | Texas and Pacific Rwy. | 71.82 | 307 26 | | ...do | 7 |
| 150074 | Austin Junction, (n. o.), Lockhart. | San Antonio and Aransas Pass Rwy. | 53.94 | 304 13 | | ...do | 9.01 |
| 150075 | Ross, Albany..... | Texas Central R. R. | 175.66 | 709 22 | | apt. 17.6 by 9.3, 1 l | 6 |
| 150076 | Waco, Yoakum..... | San Antonio and Aransas Pass Rwy. | 171.63 | 771 25 | | apt. 21.5 by 9.2, 1 l | 7 |
| 150077 | Skidmore, Alice..... | ...do | 43.12 | 348 14 | | no apt. | 6 |
| 150078 | Wichita Falls, Seymour. | Wichita Valley Rwy. | 51.86 | 283 19 | | ...do | 6 |
| 150080 | Vacant. | | | | | | |
| 150081 | Vacant. | | | | | | |
| 150082 | Weatherford, Mineral Wells. | Weatherford, Mineral Wells and Northwestern Rwy. | 23.28 | 428 19 | | ...do | 13 |
| 150083 | Vacant. | | | | | | |
| 150084 | Vacant. | | | | | | |
| 150085 | Not weighed. | | | | | | |
| 150086 | Chanango Junction, (n. o.), Velasco. | Velasco Terminal Rwy. | 20.26 | 212 22 | | ...do | 6 |
| 150087 | Hearne, Stone City.. | Hearne and Brazos Valley R. R. | 20.06 | 75 13 | | ...do | 7 |
| 150088 | Vacant. | Chicago, Rock Island and Texas Rwy. | 93.74 | 1,628 25 | | apt. 22 by 9.4, 1 l | 13 |
| 150089 | Cerril, Ind. T., Fort Worth, Tex. | Paris, Marshall and Sabine Pass Rwy. | 19.75 | 19 7 | | no apt. | 6 |
| 150090 | Marshall, Harleton.. | North Galveston, Houston and Kan-City R. R. | 15.92 | 42 15 | | ...do | 7 |
| 150091 | Virginia Point (n. o.), North Galveston. | Missouri, Kansas and Texas Rwy. | 83.03 | 1,636 25 | | apt. 21.7 by 9.3, 1 l | 14 |
| 150092 | Houston, Fayetteville. | ...do | 11.41 | 157 17 | | no apt. | 14 |
| 150093 | Vacant. | | | | | | |
| 150094 | Denison, Sherman... | | | | | | |
| INDIAN TERRITORY. | | | | | | | |
| 153001 | Atoka, Coalgate.... | Missouri, Kansas and Texas Rwy. | 14.51 | 314 9 | | no apt. | 12 |
| 153002 | Vinita, Sapulpa..... | St. Louis and San Francisco Rwy. | 78.29 | 484 15 | | apt. 21.3 by 7.6, 1 l | 7 |
| 153003 | Vacant. | | | | | | |
| 153004 | Vacant. | | | | | | |
| 153005 | Fort Smith, Ark., Coffeyville, Kans. | Kansas and Arkansas Valley Rwy. | 165.06 | 917 25 | | apt. 18.10 by 9.2, 1 l | 7.49 |
| 153006 | South McAlester, Wister. | Choctaw Coal and Rwy. Co. | 65.01 | 323 20 | | no apt. | 7 |
| OKLAHOMA. | | | | | | | |
| 154001 | Oklahoma, Fort Reno. | Choctaw Coal and Rwy. Co. | 32.16 | 629 16 | | no apt. | 13 |
| 154002 | Vacant. | | | | | | |
| 154003 | Arkansas City, Kans. Purcell, Ind. T. | Atchison, Topeka and Santa Fe R. R. | 154.49 | 4,868 25 | | apt. 26.3 by 9.1, 2 l | 14 |
| 154004 | Kiowa, Kans. Panchard, Tex. | ...do | 217.21 | 1,028 19 | | apt. 21 by 9.3, 1 l | 6.34 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks |
|--|---|---|--|--|---|---|--|--|--------------------------------------|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 56.43 | | | | 3,137.50 | | | | | |
| 44.46 | | | | 280.09 | | | | | Part covered by 150038 |
| 3.42 | | | | 245.62 | | | | | Lap service over 150028 |
| 49.59 | | | | 2,674.88 | | | | | |
| 72.68 | | | | 12,766.96 | | | | | |
| 75.24 | | | | 12,913.44 | | | | | Covers 150062 and 150084 |
| 53.01 | | | | 2,285.79 | | | | | |
| 47.88 | | | | 2,483.05 | | | | | |
| 59.00 | | | | 1,373.52 | | | | | |
| 43.61 | | | | 883.53 | | | | | |
| 42.75 | | | | 857.56 | | | | | |
| 112.01 | | | | 10,499.81 | | | | | Covers route 150093. |
| 42.75 | | | | 844.31 | | | | | |
| 42.75 | | | | 680.58 | | | | | On 15.91 m from Apr. 17, 1893. |
| 112.01 | | | | 9,300.19 | | | | Sept. 1 1894. | Covered by 150056 from July 1, 1894. |
| 42.75 | | | | 487.77 | | | | Apr. 9 | |
| 50.45 | | | | 732.02 | | | | | 5.01 m. from Apr. 2, 1894. |
| 49.93 | | | | 3,903.01 | | | | | All land grant. |
| 81.23 | | | | 13,407.82 | | | | | |
| 51.30 | | | | 8,335.01 | | | | | |
| 69.26 | | | | 2,227.40 | | | | | |
| 168.44 | | | | 26,022.29 | | | | | Formerly route 153003. |
| 86.36 | | | | 18,758.25 | | | | | Formerly route 153004 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|--|------------------|--|--|---------------------------------------|-------------------------|
| | KANSAS. | | Miles. | Pounds. | | Feet and inches. | |
| 155001 | Kansas City, Mo., Denver, Colo. | Union Pacific Rwy. | 640.29 | 12,233 31.20 | 21.1, r. p. o., 50 by 9.2 (2 1. 40 ft. authorized). | | 14.37 |
| 155002 | Lawrence, Leavenworth. |do..... | 34.88 | 373 26.43 | 1 1., apt. 15 by 5.2 | | 6 |
| 155003 | Atchison, Waterville | Central Branch, Union Pacific R.R. | 100.67 | 4,427 19.29 | 2 1., apt. 22.11 by 9.2 | | 14 |
| 155004 | Lawrence, Coffeyville. | Atchison, Topeka and Santa Fe R. R. | 141.86 | 3,423 21.89 | 1 1., apt. Lawrence to Ottawa, and 1 1., Ottawa to Cherry Vale, 24 by 9 (av.). | | 13.61 |
| 155005 | Cherry Vale, Hunnewell. |do..... | 131.98 | 2,115 18.37 | 2 1., apt. Cherry Vale to Independence; 1 1., Independence to Wellington, 26.3 by 9.1. | | 8.09 |
| 155006 | Holliday Junction (n. o.), Burlington. |do..... | 91.35 | 3,128 18.18 | 2 1., apt. Holliday Junction to Ottawa; 1 1., (Ottawa to Burlington, 19 by 8 (av.). | | 16.94 |
| 155007 | St. Joseph, Mo., Grand Island, Nebr. | St. Joseph and Grand Island R. R. | 253.00 | 2,832 22.91 | 2 1., apt. 23.2 by 9.5 | | 14 |
| 155008 | Kansas City, Mo., Webb City, Mo. | Kansas City, Fort Scott and Memphis R. R. | 181.40 | 5,368 26.22 | 3 1., apt. Kansas City to Olathe; 2 1., Olathe to Cherokee; 1 1., Mackie Station to Cherokee; 2 1., Mackie Station to Webb City, 25 by 9. | | 17.46 |
| 155009 | Junction City, Parsons. | Missouri, Kansas and Texas Rwy. | 157.18 | 758 25.54 | 1 1., apt. 20.4 by 7.4 | | 7 |
| 155010 | Atchison, Kans., Pueblo, Colo. | Atchison, Topeka and Santa Fe R. R. | 619.87 | 19,923 23.70 | r. p. o., 1 1., Topeka, Kans., to Pueblo, Colo., 50 by 9.4; 1 1., Topeka, Kans., to La Junta, Colo., 60 by 9.4 (authorized, 1 1., 50 ft. and 1 1., 60 ft., Topeka to La Junta, 504.39 m., and 1 1., 50 ft., La Junta to Pueblo, 63.66 m.); 1 1., apt. Atchison to Newton, 23 by 9 (av.). | | 8.78 |
| 155011 | Newton, Arkansas City. |do..... | 79.02 | 7,289 24.65 | 2 1., apt. 26.3 by 9.1 | | 15.60 |
| 155012 | Atchison, Kans., Columbus, Nebr. | Burlington and Missouri River R. R. in Nebraska. | 223.31 | 1,491 26.20 | r. p. o., 1 1., Rule to Table Rock, 40 by 8.11 (authorized 1 1., Rule Y (n. o.) to Table Rock, 39.4 m.), 1 1., apt. 21 by 9. | | 9.21 |
| 155013 | Leavenworth, Milconvale. | Kansas Central R.R. | 165.99 | 560 18.13 | 1 1., apt. 24.1 by 8.10 | | 6 |
| 155014 | Vacant. | | | | | | |
| 155015 | Junction City, Concordia. | Junction City and Fort Kearney Rwy. | 71.05 | 898 28.40 | 1 1., apt. over route and additional line over portions, 15.2 by 7.5. | | 14.03 |
| 155016 | Topeka, Kans., Kansas City, Mo. | Atchison, Topeka, and Santa Fe R.R. | 66.48 | 35,218 30.96 | r. p. o., 2 1., 80 by 9.4 and 50 by 9.4 (1 1. 60 ft. and 1 1. 50 ft. authorized); 2 1., apt. over route and additional over portions, 26.3 by 9.1. | | 34.46 |
| 155017 | Florence, Winfield. |do..... | 75.14 | 402 23.89 | 1 1., apt. 23.3 by 9 | | 6.90 |
| 155018 | Kansas City, Mo., Paola Sta. (n. o.), Kans. | Missouri, Kansas, and Texas Rwy. | 43.10 | 3,657 30.56 | 1 1., apt. 20.4 by 7.4 | | 14 |
| 155019 | Vacant. | | | | | | |
| 155020 | Girard, Kans., Joplin, Mo. | St. Louis and San Francisco Rwy. | 39.19 | 148 18.30 | 1 1., apt. 12 by 7.2 | | 7 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|---|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 247.95 | 50.00 | | | 158,759.90 | 31,988.00 | | | | r. p. o., distance 639.76 m. |
| 54.72 | | | | 1,908.63 | | | | | |
| 162.45 | | | | 16,353.84 | | | | | |
| 118.33 | | | | 16,786.29 | | | | | Land grant. |
| 129.11 | | | | 17,039.93 | | | | | |
| 143.64 | | | | 13,121.51 | | | | | |
| {139.37} | | | | | | | | | Curtailed to begin at Holliday Junction and extended to cover 155019. |
| {111.49} | | | | 28,922.36 | | | | | Land grant St. Joseph to Hastings, 227.34 m. |
| 174.42 | | | | 31,639.78 | | | | | |
| 59.51 | | | | 9,353.78 | | | | | Land grant. |
| {264.02} | 90.00 | | | | | | | | |
| {330.03} | 40.00 | | | 173,479.70 | 47,941.50 | | | | Land grant Atchison to State line (n.o.), 471.08 m. |
| 194.84 | | | | 15,404.15 | | | | | |
| 106.02 | 25.00 | | | 23,675.32 | 985.00 | | | | |
| 66.09 | | | | 11,369.87 | | | | | |
| 80.37 | | | | 5,710.28 | | | | | |
| 493.34 | 90.00 | | | 32,797.24 | 5,983.20 | | | | r. p. o. distance 66.48 m. |
| 56.43 | | | | 4,240.15 | | | | | |
| 39.33 | | | | 1,695.12 | | | | | Lap over 155008. |
| 42.75 | | | | 1,675.37 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mail, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|-------------------|---|---|------------------|---|-----------------|---|-------------------------|
| | | | Miles. | Pounds. | | Feet and inches. | |
| KANSAS—continued. | | | | | | | |
| 155021 | Waterville, Wash- ington. | Central Branch Union Pacific R.R. | 20.64 | 2,841 20 | | 21., apt. Waterville to Greenleaf, 22.11 by 9.2. | 15.45 |
| 155022 | Greenleaf, Lenora.... |do | 180.23 | 2,025 15.68 | | 21., apt. Greenleaf to Downs, 1 l. Downs to Lenora, 22.11 by 9.2. | 10.21 |
| 155023 | Emporia, Moline..... | Atchison, Topeka and Santa Fe R.R. | 85.06 | 358 20.48 | | 1 l., apt. 14.7 by 11.... | 6.73 |
| 155024 | Cherry Vale, Arcadia | Kansas City, Fort Scott and Mem- phis R.R. | 73.99 | 583 23.84 | | 1 l., apt. over route and additional over por- tions, 14 by 9.6. | 8.49 |
| 155025 | Solomon City, Beloit. | Solomon R.R. | 57.82 | 713 26.71 | | 1 l., apt. 17.6 by 7.2.... | 12 |
| 155026 | Vacant. | | | | | | |
| 155027 | Yuma (n. o.), War- wick. | Central Branch Union Pacific R.R. | 30.65 | 356 13.89 | | 1 l., apt. 16.4 by 6.9.... | 7 |
| 155028 | Salina, McPherson... | Salina and South- western Rwy. | 36.68 | 235 24.40 | | 1 l., apt. 13.4 by 6.9.... | 6 |
| 155029 | Downs, Alton | Central Branch Union Pacific R.R. | 23.74 | 1,121 15.73 | | 1 l., apt. 22.11 by 9.2.... | 13 |
| 155030 | Florence, Ellinwood.. | Atchison, Topeka, and Santa Fe R.R. | 99.22 | 709 28.54 | | 1 l., apt. 13.3 by 9.3.... | 11.38 |
| 155031 | Paola, LeRoy | Missouri Pacific Rwy. | 58.99 | 3,899 29.09 | | 21., apt. over route and additional over por- tion, 11.6 by 6.11. | 14.89 |
| 155032 | Jamestown, Burr Oak. | Central Branch Union Pacific R.R. | 33.81 | 412 15.12 | | no apt. | 12 |
| 155033 | Oswatomie, Ottawa. | Missouri Pacific Rwy. | 21.31 | 2,834 24.45 | | 1 l., apt. 20.6 by 9.4.... | 7 |
| 155034 | Burlingame, Man- hattan. | Manhattan, Alma and Burlingame Rwy. | 57.24 | 254 16.30 | | 1 l., apt. 9.11 by 6.4.... | 6 |
| 155035 | Mulvane, Kiowa..... | Atchison, Topeka and Santa Fe R.R. | 86.31 | 1,671 18.98 | | 1 l., apt. 21 by 9.3 | 8.46 |
| 155036 | Fort Scott, Kiowa... | Kansas and Colo- rado Pacific Rwy. | 243.82 | 2,171 22.89 | | 1 l., apt. Fort Scott to Yates Center, and Wichita to Kiowa; 2 l., Yates Center to Wichita, 20.2 by 9.2. | 8.95 |
| 155037 | Wellington, Caldwell | Atchison, Topeka and Santa Fe R.R. | 21.77 | 79 16.60 | | no apt. | 14 |
| 155038 | Leavenworth, Meri- den Jct. (n. o.). | Leavenworth, To- peka and South- western Rwy. | 46.60 | 338 16.23 | | 1 l., apt. 10.6 by 7.10.. | 6 |
| 155039 | Pittsburg, Chanute.. | Atchison, Topeka and Santa Fe R.R. | 54.23 | 250 19.07 | | 1 l., apt. 12 by 7.3 | 8.72 |
| 155040 | Atchison, Kansas, Omaha, Nebr. | Missouri Pacific Rwy. | 164.21 | 2,080 25.72 | | r. p. o. 1 l., 55 by 9.1 between Atchison, Kansas, and Auburn, Nebr., and between West Side Junction (n. o.) and Omaha, Nebr.; none author- ized; 1 l., apt. Au- burn to Omaha, 21.6 by 9.4. | 10.90 |
| 155041 | Ottawa, Emporia..... | Atchison, Topeka and Santa Fe R.R. | 57.27 | 352 28.63 | | 1 l., apt. 14.5 by 9.2.... | 6 |
| 155042 | Wichita, Mullinville. | Wichita and West- ern Rwy. | 120.52 | 636 22.18 | | 1 l., apt. 11.11 by 7.6.. | 7.56 |
| 155043 | Weir City Jct. (n. o.), Mackie Sta. (n. o.). | Kansas City, Fort Scott and Mem- phis R.R. | 7.60 | 134 20 | | 1 l., apt. over route and additional over a portion, 25 by 9. | 10.96 |
| 155044 | Lawrenceburg, Belle- ville. | Junction City and Fort Kearney Rwy. | 17.47 | 471 32.40 | | 1 l., apt. 15.2 by 7.5 .. | 6 |
| 155045 | Butler, Mo., Madi- son, Kans. | Kansas and Colo- rado Pacific Rwy. | 108.98 | 333 10.92 | | 1 l., apt. 10.6 by 6.11.. | 6 |
| 155046 | El Dorado, McPhers- on. |do | 62.36 | 172 16.34 | | 1 l., apt. 16.8 by 9.1.... | 6 |
| 155047 | Alton, Stockton..... | Rooks County R.R. | 18.98 | 338 16 | | 1 l. apt. 22.11 by 9.2 .. | 13 |
| 155048 | Attica, Medicine Lodge. | Atchison, Topeka and Santa Fe R.R. | 21.58 | 351 16.25 | | no apt. | 13 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--------------------------|
| <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | |
| 140.22 | | | | 2,894.14 | | | | | |
| 128.25 | | | | 23,114.49 | | | | | Covers 155023. |
| 53.87 | | | | 4,582.18 | | | | | Covers 155064. |
| 67.55 | | | | 4,998.00 | | | | | |
| 72.68 | | | | 4,202.35 | | | | | |
| 53.87 | | | | 1,651.11 | | | | | |
| 44.46 | | | | 1,630.79 | | | | | |
| 90.63 | | | | 2,151.55 | | | | | |
| 72.68 | | | | 7,211.30 | | | | | |
| 154.76 | | | | 9,129.29 | | | | | |
| 57.29 | | | | 1,936.97 | | | | | |
| 129.37 | | | | 2,969.97 | | | | | |
| 46.17 | | | | 2,642.77 | | | | | |
| 113.72 | | | | 9,815.17 | | | | | Covering part of 155037. |
| 129.96 | | | | 31,686.84 | | | | | Covering 155073. |
| 42.75 | | | | 930.66 | | | | | |
| 52.16 | | | | 2,430.65 | | | | July 2 | |
| 46.17 | | | | 2,503.79 | | | | | |
| 129.11 | | | | 21,201.15 | | | | | |
| 53.01 | | | | 3,035.88 | | | | | |
| 69.26 | | | | 8,547.21 | | | | | Covering 155062. |
| 42.75 | | | | 324.90 | | | | | |
| 61.56 | | | | 1,075.45 | | | | | |
| 52.16 | | | | 5,684.39 | | | | | Covering 155090. |
| 42.75 | | | | 2,665.89 | | | | | |
| 82.08 | | | | 1,587.87 | | | | | |
| 53.01 | | | | 1,143.95 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|-------------------|-----------------------------------|---|------------------|--|-----------------|--|-------------------------|
| KANSAS—continued. | | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 155049 | Beaumont, Anthony. | St. Louis and San Francisco Rwy. | 117.04 | 528 | 23.40 | 1 l. apt. 17.6 by 9.4 ... | 8.71 |
| 155050 | Vacant | | | | | | |
| 155051 | Wichita, Hutchinson | Kansas and Colorado Pacific Rwy. | 47.72 | 1,016 | 25.90 | 1 l. apt. 20.2 by 9.2 ... | 13 |
| 155052 | Hutchinson, Kinalley. | Atchison, Topeka and Santa Fe R.R. | 84.88 | 2,069 | 22.54 | 1 l. apt. 11.11 by 6.7 ... | 14.97 |
| 155053 | Independence, Cedar Vale. | do | 56.17 | 260 | 13.49 | 1 l. apt. 12 by 9 ... | 6 |
| 155054 | Vacant. | | | | | | |
| 155055 | Quenemo, Osage City. | do | 20.73 | 171 | 17.11 | no apt. | 12 |
| 155056 | Chetopa, Larned. | Kansas and Colorado Pacific Rwy. | 273.59 | 534 | 20.32 | 1 l. apt. 14.11 by 8.5 ... | 6.60 |
| 155057 | Salina, Oakley. | Union Pacific, Lincoln and Colorado Rwy. | 226.13 | 537 | 15.07 | 1 l. apt. 16.4 by 6.9 ... | 6 |
| 155058 | Vacant. | | | | | | |
| 155059 | Great Bend, Selkirk. | Atchison, Topeka and Santa Fe R.R. | 155.46 | 459 | 17.06 | 1 l. apt. 26.3 by 9.1 ... | 6 |
| 155060 | Topeka, Fort Scott. | Kansas and Colorado Pacific Rwy. | 130.42 | 288 | 13.26 | 1 l. apt. 16.6 by 6.11 ... | 6 |
| 155061 | Larned, Jetmore. | Atchison, Topeka and Santa Fe R.R. | 46.79 | 224 | 20.14 | 1 l. apt. 11.9 by 7.3 ... | 6 |
| 155062 | Vacant. | | | | | | |
| 155063 | LeRoy, Dearing. | Missouri Pacific Rwy. | 81.72 | 1,522 | 23.58 | 2 l. apt., LeRoy to Yates Center; 1 l., Yates Center to Dearing, 16.6 by 6.11. | 8.48 |
| 155065 | Little River, Holly-road. | Atchison, Topeka and Santa Fe R.R. | 26.37 | 111 | 18.72 | no apt. | 6 |
| 155066 | Chanute, Longton. | do | 45.07 | 200 | 18.38 | 1 l. apt. 22.8 by 10 ... | 7.83 |
| 155067 | Ottawa, Salina. | Kansas and Colorado Pacific Rwy. | 141.17 | 2,476 | 26.96 | 1 l. apt. 20.6 by 9.4 ... | 7 |
| 155068 | Mulvane, Englewood. | Atchison, Topeka and Santa Fe R.R. | 167.28 | 497 | 15.32 | 1 l. apt. 20 by 9.9 ... | 6 |
| 155069 | Benedict, Madison. | do | 46.26 | 149 | 15.15 | 1 l. apt. 11.9 by 7.3 ... | 6 |
| 155070 | Salina, McCracken. | Kansas and Colorado Pacific Rwy. | 126.14 | 2,299 | 27.34 | 1 l. apt. 20.6 by 9.4 ... | 7 |
| 155071 | Hoisington, Great Bend. | do | 10.49 | 305 | 15.76 | no apt. | 14 |
| 155072 | Colony, Yates Center. | Atchison, Topeka and Santa Fe R. R. | 25.61 | 122 | 20.25 | do | 6 |
| 155073 | Vacant. | | | | | | |
| 155074 | Hutchinson, Geneseo. | Kansas and Colorado Pacific Rwy. | 41.40 | 795 | 26.25 | 1 l. apt. 20.2 by 9.2 ... | 7.92 |
| 155075 | St. Joseph, Mo., Liberal, Kans. | Chicago, Rock Island and Pacific Rwy. | 434.45 | 3,776 | 22.71 | 1 l. apt. 20 by 9 (av.) ... | 11.32 |
| 155076 | Horton, Kans., Nelson, Nebr. | do | 167.06 | 1,227 | 24.74 | 1 l. apt. 17 by 8 (av.) ... | 7.24 |
| 155077 | Bazaar, Barnard. | Atchison, Topeka and Santa Fe R.R. | 131.87 | 1,007 | 20.52 | 1 l. apt. over portion, 16 by 8 (av.) ... | 6 |
| 155078 | Roper, Peru Junction (n.o.). | Missouri Pacific Rwy. | 51.77 | 209 | 19.81 | 1 l. apt. 16.6 by 6.11 ... | 6 |
| 155079 | Kansas City, Mo., Beatrice, Nebr. | Kansas City, Wyandotte and Northwestern R. R. | 176.98 | 1,212 | 23.53 | 1 l. apt. 23.10 by 7.2 ... | 8.31 |
| 155080 | Burlington, Gridley. | Atchison, Topeka and Santa Fe R. R. | 11.14 | 333 | 13.35 | 1 l. apt. 11.11 by 7.6 ... | 12 |
| 155081 | Olcott, Iuka. | Kansas Southwestern Rwy. | 20.08 | 35 | 15.30 | 1 l. apt. 16.6 by 6.11 ... | 6 |
| 155082 | Herington, Kans., Terral, Ind. T. | Chicago, Rock Island and Pacific Rwy. | 348.51 | 4,203 | 27.14 | 2 l. apt. 22 by 9.4 ... | 13 |
| 155083 | Coffeyville, Paola. | Missouri, Kansas and Texas Rwy. | 125.76 | 2,808 | 21.12 | 1 l. apt. over whole and additional over portions, 20.4 by 7.4 ... | 12.26 |
| 155084 | McCracken, Kans., Towner, Colo. | Kansas and Colorado Pacific Rwy. | 141.57 | 2,060 | 31.04 | 1 l. apt. 20.6 by 9.4 ... | 7 |
| 155085 | Vacant. | | | | | | |
| 155086 | Geneseo, Kanopolis. | Kanopolis and Kansas Central Rwy. | 14.67 | 14 | 14.69 | no apt. | 6 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--|-----------------------------|
| <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | |
| 64.98 | | | | 7,605.25 | | | | | | |
| 85.50 | | | | 4,080.06 | | | | | | |
| 129.11 | | | | 10,958.85 | | | | | | |
| 47.03 | | | | 2,641.67 | | | | | | |
| 42.75 | | | | 886.20 | | | | | | |
| 64.98 | | | | 17,777.87 | | | | | | Covering 155058. |
| 64.98 | | | | 14,083.92 | | | | | | Covering 155098 and 155085. |
| 60.71 | | | | 9,437.97 | | | | | | |
| 48.74 | | | | 6,356.07 | | | | | | |
| 44.46 | | | | 2,080.28 | | | | | | |
| 107.73 | | | | 8,803.69 | | | | | | |
| 42.75 | | | | 1,127.31 | | | | | | |
| 42.75 | | | | 1,026.74 | | | | | | |
| 134.24 | | | | 18,950.66 | | | | | | Covering 155060. |
| 63.27 | | | | 10,583.80 | | | | | | |
| 42.75 | | | | 1,977.61 | | | | | | |
| 131.67 | | | | 16,608.85 | | | | | | |
| 49.59 | | | | 520.19 | | | | | | |
| 42.75 | | | | 1,094.82 | | | | | | |
| 76.10 | | | | 3,150.54 | | | | | | |
| 153.05 | | | | 66,492.57 | | | | | | |
| 94.01 | | | | 15,855.66 | | | | | | |
| 85.50 | | | | 11,274.88 | | | | | | |
| 42.75 | | | | 2,213.16 | | | | | | |
| 94.05 | | | | 16,644.96 | | | | | | |
| 52.10 | | | | 581.06 | | | | | | |
| 42.75 | | | | 858.42 | | | | | | |
| 159.03 | | | | 55,423.54 | | | | | | Covering 153007. |
| 139.37 | | | | 17,527.17 | | | | | | |
| 128.25 | | | | 18,156.35 | | | | | | |
| 42.75 | | | | 627.14 | | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|---|------------------|--|-----------------|--|-------------------------|
| | KANSAS—continued. | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 155087 | Wichita, Ellsworth .. | St. Louis and San Francisco Rwy. | 104.62 | 1,327 | 19.26 | r. p. o. 1 l. Wichita to Burton, 50 by 9.2, (1 l. 40 feet authorized Wichita to Burton); 1 l. apt. 16 by 8 (av). | 9.24 |
| 155088 | Manchester, Kans., Superior, Nebr. | Atchison, Topeka and Santa Fe R. R. | 81.43 | 881 | 22.01 | no apt. | 6 |
| 155089 | Belleville, McFarland. | Chicago, Rock Island and Pacific Rwy. | 104.68 | 6,704 | 29.93 | 2 l. apt. 25.4 by 9.4 | 13 |
| 155090 | Vacant. | | | | | | |
| 155091 | Kansas City, Mo., Paola, Kans. | Missouri Pacific Rwy. | 54.12 | 5,611 | 23.34 | 2 l., apt. 20.6 by 9.4 | 14 |
| 155092 | Bucklin, Dodge City. | Chicago, Rock Island and Pacific Rwy. | 26.80 | 54 | 22.71 | 1 l., apt. 14.9 by 9.2 | 6 |
| 155093 | Dexter, Arkansas City. | Kansas and Colorado Pacific Rwy. | 26.35 | 141 | 22.57 | no apt. | 7 |
| 155094 | Warwick, Kans., Prosser, Nebr. | Pacific Railway in Nebraska. | 72.53 | 298 | 13.89 | 1 l., apt. 16.4 by 6.9 | 7 |
| 155095 | Gypsum, Marquette. | Kansas and Colorado Pacific Rwy. | 27.51 | 148 | 17.93 | no apt. | 7 |
| 155096 | Herington, Salina | Chicago, Rock Island and Pacific Rwy. | 49.93 | 139 | 28.53 | 1 l., apt. 14.8 by 9 | 7 |
| 155097 | Vacant. | | | | | | |
| 155098 | Vacant. | | | | | | |
| 155099 | Menager, Leavenworth Station (n. o.). | Kansas City, Wyandotte and Northwestern R. R. | 12.64 | 319 | 23.39 | no apt. | 16.69 |
| 155100 | Kansas City, Mo., North Topeka Station, (n. o.), Kans. | Chicago, Rock Island and Pacific Rwy. | 67.90 | 13,046 | 34.60 | 3 l., apt. 25 by 9.4 | 20 |
| 155101 | Hutchinson, Cameron. | Hutchinson and Southern R. R. | 82.67 | 598 | 22.95 | 1 l., apt. 10 by 7 | 7 |
| 155102 | Fort Scott, Cornell Station (n. o.). | Missouri Pacific Rwy. | 29.66 | 84 | 10.48 | no apt. | 6 |
| 155103 | Vacant. | | | | | | |
| 155104 | Abilene, Salina | Atchison, Topeka and Santa Fe R. R. | 23.37 | 136 | 23.36 | do | 6 |
| 155105 | Union Pacific Junction (n. o.), Kans., Kansas City, Mo. | Chicago Great Western Rwy. | 35.38 | 872 | 26.30 | 1 l., apt. 20 by 9.5 | 13 |
| | NEBRASKA. | | | | | | |
| 157001 | U. P. Transfer (n. o.), Iowa, Ogden, Utah. | Union Pacific Rwy. | 1033.71 | 61,409 | 29.52 | r. p. o. 1 l., 55.5 by 9.3; 2 l., 60.2 by 9.3 and 1 l., 60.1 by 8.11. Authorized: 3 l. 60 ft. and 1 l., 40 ft., U. P. Transfer to Julesburg, 374.07 m.; 3 l., 60 ft., Julesburg to Granger, 503.50 m. and 2 l., 60 ft. Granger to Ogden, 155.63 m.; apt. 18.2 by 9.10; 1 l. over portion of route. | 28.46 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Remarks. |
|--|---|---|--|--|---|---|--|---|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | |
| 99.18 | 25 | | | 10,376.21 | 837.60 | | | r. p. o. distance 33.50 m. |
| 80.37 | | | | 6,544.52 | | | | |
| 188.96 | | | | 19,780.33 | | | | |
| 176.99 | | | | 9,578.69 | | | | |
| 42.75 | | | | 1,145.70 | | | | |
| 42.75 | | | | 1,126.46 | | | | |
| 49.59 | | | | 3,596.76 | | | | |
| 42.75 | | | | 1,176.05 | | | | |
| 42.75 | | | | 2,134.50 | | | | |
| 50.45 | | | | 637.68 | | | | |
| 139.37 | | | | 9,463.22 | | | | Lap over 155001. |
| 67.55 | | | | 5,584.35 | | | | |
| 42.75 | | | | 1,267.96 | | | | Pay fixed from July 1, 1893, to June 30, 1894, on 29.99 m. |
| 29.07 | | | | 679.36 | | | | Pay fixed from Dec. 18, 1893, to June 30, 1894, on 23.36 miles. |
| 36.77 | | | | | | | | Agreement. |
| 42.75 | | | | 1,339.31 | | | | Lap over 155013 between Union Pacific Junction (n. o.) and Leavenworth; over 155099 between Leavenworth and Menager Junction (n. o.), and over 155079 between Menager Junction (n. o.) and Kansas City, Mo. |
| 35.06 | | | | | | | | |
| 773.78 | (175) (150) (100) | | | 799,864.12 | 156,550.25 | | | r. p. o. distance, 1,033.20 m. |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|------------------|--------------------------------------|--|------------------|---|-----------------|--|-------------------------|
| | | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| NEBRASKA—cont'd. | | | | | | | |
| 157002 | Omaha, Nebr., Denver, Colo. | Burlington and Missouri River R. R. in Nebraska. | 538.83 | 10,771 | 29.70 | r. p. o. 51.3½ by 9 and 40 by 9. Authorized: ½ 1. 50 ft. and 11. 40 ft., Omaha to Ashland, 30.60 m.; 11. 50 ft. and 11. 40 ft., Ashland to McCook, 252.70 m.; apt. 21 by 9; 1 l. over portions of route. | 15.98 |
| 157003 | Omaha, Nebr., Sioux City, Iowa. | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 123.69 | 2,851 | 26.80 | r. p. o. 44.5 by 9.4; 11. (40 ft. authorized); apt. 20.11 by 9.4; 1 l. over part of route. | 18.84 |
| 157004 | Omaha, Okepolis Junction (n. o.). | Burlington and Missouri River R. R. in Nebraska. | 16.60 | 6,485 | 28.40 | r. p. o. 51.3½ by 9.3; ½ 1. (½ 1. 50 ft. authorized). | 23.50 |
| 157005 | Nebraska City Lincoln. | do | 58.49 | 847 | 26 | apt. 21 by 9; 1 l. | 7.16 |
| 157006 | Crete, Beatrice | do | 30.64 | 3,029 | 29.60 | apt. 21 by 9; 1 l. over route; additional over part of route. | 15.52 |
| 157007 | Coburn Junction (n. o.), Newcastle. | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 26.71 | 253 | 20 | no apt. | 6 |
| 157008 | Valley, Stromsburg | Omaha and Republican Valley Rwy. | 90.73 | 704 | 25.80 | apt. 15.3 by 8.9 (av.) 1 l. | 11.67 |
| 157009 | Vacant | | | | | | |
| 157010 | Fremont, Nebr., Deadwood, S. Dak. | Fremont, Elkhorn and Missouri Valley R. R. | 556.25 | 4,095 | 27.40 | r. p. o. 50 by 9.3, 1 l., Fremont to Long Pine, 213.35 m., apt. 22 by 9.3 (av.), 1 l. over parts of route. | 8.27 |
| 157011 | Vacant | | | | | | |
| 157012 | Columbus, Norfolk | Omaha and Republican Valley Rwy. | 50.78 | 1,183 | 27.50 | apt. 15.2 by 7.5, 1 l. over route. Add'l over part of route. | 15.22 |
| 157013 | Lincoln, Nebr., Manhattan, Kans. | do | 134.11 | 1,208 | 19.77 | apt. 15.2 by 7.5, 2 l. over part of route, 1 l. residue. | 8.53 |
| 157014 | Valparaiso, Lincoln | do | 20.19 | 1,130 | 26.40 | apt. 15.3 by 8.9 (av.), 2 l. | 19 |
| 157015 | Grand Island, Ord | do | 63.92 | 586 | 15.20 | apt. 17.3 by 6.10, 1 l. | 8.08 |
| 157016 | Beatrice, Red Cloud | Burlington and Missouri River R. R. Co. in Nebraska. | 120.37 | 2,718 | 27.40 | r. p. o. 40 by 8.11½, 1 l. Wynore to Red Cloud, 107.30 m., apt. 21 by 9.21 over part of route and 1 l. over part. | 10.14 |
| 157017 | Oceuse, Albion | Omaha and Republican Valley Rwy. | 34.15 | 781 | 17.40 | apt. 12.2 by 6.6, 1 l. | 12 |
| 157018 | Norfolk Junction (n. o.), Verdigris. | Fremont, Elkhorn and Missouri Valley R. R. | 54.05 | 615 | 13.50 | apt. 10 by 7.5, 1 l. over part of route. | 6.35 |
| 157019 | Nebraska City, Beatrice. | Burlington and Missouri River R. R. Co. in Nebraska. | 95.11 | 915 | 26.90 | apt. 16 by 9, 1 l. | 6.72 |
| 157020 | Wymore, Table Rock | do | 40.39 | 2,794 | 30 | r. p. o. 40 by 8.11½, 1 l. | 13 |
| 157021 | Emerson, Norfolk | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 47.11 | 1,506 | 23.30 | apt. 20.11 by 9.4, 1 l. | 13 |
| 157022 | Wakefield, Hartington. | do | 34.04 | 380 | 21.07 | no apt. | 12 |
| 157023 | Vacant | | | | | | |
| 157024 | Fairmont, Chester | Burlington and Missouri River R. R. Co. in Nebraska. | 48.00 | 434 | 25 | apt. 7.8 by 7.7, 1 l. | 12 |
| 157025 | Genoa, Cedar Rapids | Omaha and Republican Valley Rwy. | 30.81 | 364 | 19 | no apt. | 12 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 10, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--|
| <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | |
| 232.56 | ⁴⁵ / ₆₅ | | | 125,310.30 | 17,802.50 | | | | Covering routes 157009 and 157038; r. p. o. distance, 283.30 m. |
| 140.22 | 25.00 | | | 17,343.81 | 3,085.00 | | | | r. p. o. distance, 123.40 m. |
| 186.39 | 20.00 | | | 3,094.07 | 332.00 | | | | r. p. o. cars going west run over route 157039. |
| 78.66 | | | | 4,600.82 | | | | | Route curtailed; part curtailed covered by routes 157019 and 157036. |
| 142.79 | | | | 4,375.08 | | | | | |
| 46.17 | | | | 1,233.20 | | | | | |
| 72.68 | | | | 6,594.25 | | | | | |
| 157.32 | 40.00 | | | 87,509.25 | 8,534.00 | | | | Covering routes 159020 and 159024. |
| 93.20 | | | | 4,732.69 | | | | | |
| 94.05 | | | | 12,613.04 | | | | | Covering route 155054. |
| 90.63 | | | | 1,829.81 | | | | | |
| 67.55 | | | | 4,317.79 | | | | | |
| 137.66 | 25.00 | | | 16,570.13 | 2,682.50 | | | | |
| 76.10 | | | | 2,598.81 | | | | | |
| 68.40 | | | | 3,697.02 | | | | | |
| 81.23 | | | | 7,725.78 | | | | | Covering part of route 157006. |
| 139.37 | 25.00 | | | 5,629.15 | 980.00 | | | | r. p. o. distance, 39.20 miles. |
| 106.88 | | | | 5,035.11 | | | | | |
| 55.58 | | | | 1,891.94 | | | | | |
| 59.00 | | | | 2,832.00 | | | | | Covering route 157034 |
| 53.87 | | | | 1,669.73 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and terminl. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|------------------|--|--|------------------|--|-----------------|---|-------------------------|
| NEBRASKA—cont'd. | | | Miles. | Pounds. | | Feet and inches. | |
| 157026 | De Witt, Superior... | Burlington and Missouri River R. R. Co. in Nebraska. | 85.84 | 739 | 25 | apt. 16 by 9, 1 l..... | 6 |
| 157027 | Vacant. | | | | | | |
| 157028 | Odell, Nebr., Concordia, Kans. | Burlington and Missouri River R. R. Co. in Nebraska. | 72.11 | 637 | 30.30 | apt. 21 by 9, 1 l..... | 6 |
| 157029 | Hastings, Oxford | do | 106.25 | 1,962 | 26.40 | r. p. o. 40 by 8.11½, 1 l. Red Cloud to Oxford, 64.70 m., apt. 18.4 by 8.11, 1 l. over portions of route. | 9.55 |
| 157030 | Kenesaw, Kearney | do | 24.66 | 298 | 27.70 | apt. 14 by 9, 1 l..... | 6 |
| 157031 | Vacant. | | | | | | |
| 157032 | Republican City, Nebr., Oberlin, Kans. | Burlington and Missouri River R. R. Co. in Nebraska. | 78.73 | 503 | 18.30 | apt. 18.4 by 8.11, 1 l.... | 6 |
| 157033 | St. Paul, Loup City .. | Omaha and Republican Valley Rwy. | 39.67 | 443 | 11.15 | apt. 15.2 by 7.5, 1 l.... | 6 |
| 157034 | Vacant. | | | | | | |
| 157035 | Chadron, Nebr., Casper, Wyo. | Fremont, Elkhorn and Missouri Valley R. R. | 193.25 | 602 | 15 | apt. 12.2½ by 7.4, 1 l.... | 6 |
| 157036 | Lincoln, Nebr., Deadwood, S. Dak. | Burlington and Missouri River R. R. Co. in Nebraska. | 578.75 | 2,331 | 27.20 | r. p. o. 40 by 9.1½, 1 l., Lincoln to Seneca, 253.10 m., apt. 14.8 by 8.6, 1 l., over parts of route. | 7.95 |
| 157037 | Fremont, Lincoln | Fremont, Elkhorn and Missouri Valley R. R. | 52.52 | 1,505 | 25.40 | apt. 11.1 by 7.5, 1 l.... | 20.80 |
| 157038 | Vacant. | | | | | | |
| 157039 | Plattsmouth, Ashland. | Burlington and Missouri River R. R. Co. in Nebraska. | 31.59 | 9,274 | 29.10 | r. p. o. 51.3½ by 9.3 (50 ft. authorized), 1 l., Plattsmouth to Orepolis Junction, 4.30 m.; ½ l., Orepolis Junction to Ashland, 26.40 m., apt. 9 by 8.9, 1 l. | 33.51 |
| 157040 | Union, Lincoln | Missouri Pacific Rwy. | 48.06 | 989 | 24.85 | apt. 19.9 by 8.11, 1 l.... | 14 |
| 157041 | Scribner, Oakdale | Fremont, Elkhorn and Missouri Valley R. R. | 115.67 | 557 | 23.10 | apt. 22 by 9.3, 1 l..... | 6 |
| 157042 | Holdrege, Nebr., Cheyenne, Wyo. | Burlington and Missouri River R. R. Co. in Nebraska. | 336.82 | 634 | 12.50 | apt. 16 by 9, 1 l..... | 6 |
| 157043 | Edgar, Holdrege | do | 80.93 | 354 | 13.40 | do | 6 |
| 157044 | Aurora, Hastings | do | 28.78 | 308 | 29 | apt. 14 by 9, 1 l..... | 6 |
| 157045 | Fairfield, Stromsburg. | Kansas City and Omaha R. R. | 65.53 | 301 | 13 | apt. 11.2 by 8.8, 1 l.... | 6.77 |
| 157046 | Orleans, Nebr., St. Francis, Kans. | Burlington and Missouri River R. R. Co. in Nebraska. | 134.58 | 697 | 12.34 | apt. 14 by 9, 1 l..... | 6 |
| 157047 | Vacant. | | | | | | |
| 157048 | Gilmore Junction (n. o.), Auburn. | Missouri Pacific Rwy. | 59.48 | 3,010 | 26.26 | r. p. o. 55 by 9.1, 1 l. (not authorized), apt. 19.9 by 8.11, 1 l., over portion of route. | 16.68 |
| 157049 | Aurora, Arcadia | Burlington and Missouri River R. R. Co. in Nebraska. | 90.66 | 396 | 13.80 | apt. 15.11 by 8.11, 1 l.. | 6 |
| 157050 | Fairbury, Nebr., Colorado Springs, Colo. | Chicago, Rock Island and Pacific Rwy. | 454.44 | 4,005 | 30.83 | apt. 23.6 by 9.4 (av.), 2 l. over part of route; 1 l. residue. | 13 |
| 157051 | Omaha, Arlington ... | Fremont, Elkhorn and Missouri Valley R. R. | 28.79 | 3,081 | 26.40 | apt. 20 by 9.3, 2 l..... | 13 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--|
| <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | |
| 73.53 | | | | 6,311.81 | | | | | |
| 69.26 | | | | 4,994.33 | | | | | |
| 126.54 | 25.00 | | | 13,444.87 | 1,617.50 | | | | |
| 49.59 | | | | 1,222.88 | | | | | |
| 64.13 | | | | 5,048.95 | | | | | |
| 59.85 | | | | 2,374.24 | | | | | |
| 68.40 | | | | 13,218.30 | | | | | Covering route 164003. |
| 132.53 | 25.00 | | | 76,701.73 | 6,327.50 | | | | Covering routes 157027 and 159026, and part of routes 157005 and 157011. |
| 106.88 | | | | 5,613.33 | | | | | |
| 216.32 | {40}{20} | | | 6,833.54 | 700.00 | | | | |
| 84.65 | | | | 4,068.27 | | | | | Covering part of route 157047. |
| 65.84 | | | | 7,615.71 | | | | | |
| 69.26 | | | | 23,328.15 | | | | | Covering route 157031. |
| 53.01 | | | | 4,290.09 | | | | | |
| 49.59 | | | | 1,427.20 | | | | | |
| 49.59 | | | | 3,249.63 | | | | | |
| 71.82 | | | | 9,665.53 | | | | | |
| 141.93 | | | | 8,441.99 | | | | | Covering route 157066 and part of route 157047. |
| 56.43 | | | | 5,115.94 | | | | | Covering part of route 157011. |
| 156.47 | | | | 71,106.22 | | | | | |
| 143.64 | | | | 4,135.39 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|--|--|------------------|---|--|---------------------------------------|-------------------------|
| | NEBRASKA—cont'd. | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 157052 | Platte River Junction (n. o.), Hastings. | Fremont, Elkhorn and Missouri Valley R. R. | 119.98 | 935 25.80 | apt. 20 by 9.3, 1 l. | 6 | |
| 157053 | Fairfield, Alma..... | Kansas City and Omaha R. R. | 87.86 | 232 12.90 | apt. 11.2 by 9.8, 1 l. | 6 | |
| 157054 | Fairbury, McCool Junction. | do | 50.67 | 224 14.12 | apt. 12.3 by 7.6, 1 l. | 6 | |
| 157055 | Palmer, Burwell | Burlington and Missouri River R. R. Co. in Nebraska. | 60.35 | 325 17.70 | apt. 7.8 by 7.3, 1 l. | 6 | |
| 157056 | Linwood, Superior ... | Fremont, Elkhorn and Missouri Valley R. R. | 122.85 | 386 27.10 | apt. 20 by 9.3, 1 l. | 6 | |
| 157057 | Ashland, Schuyler ... | Burlington and Missouri River R. R. Co. in Nebraska. | 50.74 | 465 24 | apt. 9 by 8.9, 1 l. | 6 | |
| 157058 | Boelus, Pleasanton... | Omaha and Republican Valley Rwy. | 22.47 | 82 17.70 | no apt. | 6 | |
| 157059 | Talmage, Crete..... | Missouri Pacific Rwy. | 58.44 | 280 14.50 | apt. 21.6 by 9.4, 1 l. | 6 | |
| 157060 | Wayne, Bloomfield... | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 42.95 | 377 21.50 | no apt. | 12 | |
| 157061 | Greeley, Ericson..... | Burlington and Missouri River R. R. Co. in Nebraska. | 18.74 | 22 12 | do | 3 | |
| 157062 | Sioux City, Iowa, O'Neill, Nebr. | Sioux City, O'Neill and Western Rwy. | 130.66 | 774 27 | apt. 9.6 by 9.9, 1 l. | 6 | |
| 157063 | Kearney, Callaway... | Kearney and Black Hills Rwy. | 65.66 | 325 19 | apt. 14.6 by 7.1, 1 l. | 6 | |
| 157064 | U. P. Transfer (n. o.), Iowa, Jansen, Nebr. | Chicago, Rock Island and Pacific Rwy. | 111.95 | 1,454 26.40 | apt. 15 by 9, 1 l. | 13 | |
| 157065 | Culbertson, Imperial. | Burlington and Missouri River R. R. Co. in Nebraska. | 49.35 | 350 14.70 | apt. 9 by 6.9, 1 l. | 6 | |
| 157066 | Vacant. | | | | | | |
| 157067 | Lincoln, Bethany..... | Lincoln Street Rwy. | 5.19 | 95 12 | no apt. | 18 | |
| 157068 | Lincoln, University Place. | do | 4.88 | 117 12 | do | 18 | |
| 157069 | Lincoln, College View. | do | 5.61 | 99 12 | do | 12 | |
| 157070 | Lincoln, Normal..... | do | 4.69 | 68 12 | do | 12 | |
| 157071 | West Side Junction (n. o.), Summit Junction (n. o.). | Missouri Pacific Rwy. | 3.05 | 2,678 26.76 | r. p. o. 55 by 9.1, 1 l. (not authorized). | 7 | |
| | SOUTH DAKOTA. | | | | | | |
| 159001 | Sioux City, Iowa, Mitchell, S. Dak. | Chicago, Milwaukee and St. Paul Rwy. | 138.30 | 2,802 28.06 | 1 l., apt. over route and additional over portions, 27.7 by 9.3. | 9.61 | |
| 159002 | Marion, Chamberlain. | do | 111.58 | 2,687 27.70 | 1 l., apt. 49.3 by 9.4. | 12 | |
| 159003 | Flandreau, Sioux Falls. | do | 39.32 | 1,235 22.47 | 1 l., apt. 24 by 9 (av.). | 11.64 | |
| 159004 | Egan, Woonsocket..... | do | 85.24 | 1,448 17.56 | 1 l., apt. 26 by 9 (av.). | 10.11 | |
| 159005 | Vacant. | | | | | | |
| 159006 | Huron, Columbia..... | Chicago and Northwestern Rwy. | 97.21 | 2,016 26.28 | 1 l., apt. 24.1 by 9.4. | 6 | |
| 159007 | Ashton, S. Dak., Edgeley, N. Dak. | Chicago, Milwaukee and St. Paul Rwy. | 96.86 | 1,099 22.83 | 1 l., apt. 22.6 by 8.5 (av.). | 6 | |
| 159008 | Brookings, Watertown. | Chicago and Northwestern Rwy. | 48.16 | 962 21.93 | 1 l., apt. 12.2 by 7.4. | 8.12 | |
| 159009 | Mitchell, Ashton..... | Chicago, Milwaukee and St. Paul Rwy. | 96.07 | 2,280 22.56 | 1 l., apt. 27.7 by 9.4. | 7.77 | |
| 159010 | Centerville, Yankton. | Chicago and Northwestern Rwy. | 29.28 | 226 19.38 | no apt. | 12 | |
| 159011 | Andover, S. Dak., Harlem, N. Dak. | Chicago, Milwaukee and St. Paul Rwy. | 55.86 | 204 16.08 | do | 3 | |
| 159012 | Columbia, S. Dak., Oakes, N. Dak. | Chicago and Northwestern Rwy. | 39.56 | 1,670 27.90 | 1 l., apt. .1 by 9.3. | 6 | |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Remarks. |
|--|---|---|--|--|---|---|--|---------------------|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | |
| 82.08 | | | | 9,847.95 | | | | |
| 44.46 | | | | 3,906.25 | | | | |
| 44.46 | | | | 2,252.78 | | | | |
| 51.30 | | | | 3,557.65 | | | | |
| 55.58 | | | | 6,828.00 | | | | |
| 61.56 | | | | 3,123.55 | | | | |
| 42.75 | | | | 960.59 | | | | |
| 47.88 | | | | 2,798.10 | | | | |
| 54.72 | | | | 2,350.22 | | | | |
| 42.75 | | | | 801.13 | | | | |
| 75.24 | | | | 9,830.85 | | | | |
| 51.30 | | | | 3,368.35 | | | | |
| {104.31} | | | | 11,025.78 | | | | Lap service, U. P. |
| {16.24} | | | | | | | | Transfer (n. o.) to |
| 53.01 | | | | 2,616.04 | | | | Albright, 7.40 m., |
| | | | | | | | | over route 157001. |
| 42.75 | | | | 221.87 | | | | |
| 42.75 | | | | 208.62 | | | | |
| 42.75 | | | | 239.82 | | | | |
| 42.75 | | | | 200.49 | | | | |
| 137.68 | | | | 419.86 | | | | |
| 139.37 | | | | 19,274.87 | | | | |
| 137.68 | | | | 15,360.10 | | | | |
| 94.71 | | | | 3,731.86 | | | | |
| 104.31 | | | | 8,891.38 | | | | |
| 128.25 | | | | 12,467.18 | | | | |
| 88.92 | | | | 8,612.79 | | | | |
| 83.79 | | | | 4,035.32 | | | | |
| 131.67 | | | | 12,649.53 | | | | |
| 44.46 | | | | 1,301.78 | | | | |
| 42.75 | | | | 2,388.01 | | | | |
| 113.72 | | | | 4,498.76 | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|--|------------------|---|-----------------|---|-------------------------|
| | SOUTH DAKOTA—con'd. | | Miles. | Pounds. | | Feet and inches. | |
| 159013 | Redfield, Gettysburg. | Chicago and North-western Rwy. | 75.93 | 545 | 16.75 | 1 l., apt. 12.2 by 7.4 | 6 |
| 159014 | Tripp, Armour | Chicago, Milwaukee and St. Paul Rwy. | 20.24 | 430 | 24 | no apt. | 6 |
| 159015 | Eureka, Orient | do | 67.76 | 420 | 16.38 | 1 l., apt. 13.2 by 7.7, Eureka to Roscoe. | 6 |
| 159016 | Vacant. | | | | | | |
| 159017 | Madison, Bristol | Chicago, Milwaukee and St. Paul Rwy. | 103.55 | 710 | 14.58 | 1 l., apt. 13.11 by 7.7 | 6 |
| 159018 | Doland, Groton | Chicago and North-western Rwy. | 39.24 | 277 | 15.52 | no apt. | 6 |
| 159019 | Salem, Mitchell | Chicago, St. Paul, Minneapolis and Omaha Rwy. | 31.15 | 277 | 18.45 | 1 l., apt. 11.3 by 7.5 | 6 |
| 159020 | Vacant. | | | | | | |
| 159021 | Watertown, Huron | Duluth, Watertown and Pacific Rwy. | 70.63 | 160 | 15.30 | ½ l., apt. 21.7 by 8.8 | 7 |
| 159022 | Vacant. | | | | | | |
| 159023 | Lead, Piedmont | Black Hills and Fort Pierre R. R. | 37.61 | 316 | 14 | no apt. | 7 |
| 159024 | Vacant. | | | | | | |
| 159025 | Buffalo Gap, Hot Springs. | Fremont, Elkhorn, and Missouri Valley R. R. | 14.40 | 348 | 21.33 | do | 14 |
| 159026 | Vacant. | | | | | | |
| 159027 | Minnekahta, Hot Springs. | Burlington and Missouri River R. R. Co. in Nebraska. | 13.58 | 152 | 23.76 | do | 14 |
| 159028 | Vacant. | | | | | | |
| 159029 | Whitewood, Belle Fourche. | Fremont, Elkhorn and Missouri Valley R. R. | 20.06 | 224 | 12.50 | do | 6 |
| 159030 | Gettysburg, Forest City. | Forest City and Sioux City R. R. | 18.01 | 65 | 23.16 | do | 6 |
| 159031 | Sioux Falls, Yankton. | Wilmar and Sioux Falls Rwy. | 63.29 | 301 | 23.01 | 1 l., apt. 31 by 8 (av.) | 6 |
| | NORTH DAKOTA. | | | | | | |
| 161001 | Breckenridge, Minn., Hope, N. Dak. | Great Northern Rwy. | 93.07 | 978 | 11.42 | 1 l. apt. over various portions, 24 by 9 (av.) | 5.19 |
| 161002 | Fargo, Neche | do | 158.17 | 4,636 | 21.48 | 1 l. apt. 24 by 9 (av.) | 9.97 |
| 161003 | Everest, Langdon | do | 153.92 | 786 | 10.14 | 1 l. apt. 23 by 9.6 (av.) | 6.10 |
| 161004 | Ripon, Portland Junction (n. o.) | do | 41.39 | 49 | 18.57 | no apt. | 3 |
| 161005 | Fargo, Edgeley | Fargo and South-western R.R. | 111.39 | 716 | 13 | 1 l. apt. over route and additional over portion, 25 by 9 (av.) | 6.23 |
| 161006 | Jamestown, Leeds | Jamestown and Northern R.R. | 108.71 | 251 | 12.19 | ½ l. apt. 24.8 by 8.10 | 3 |
| 161007 | Santon, Coopers-town. | Sanborn, Coopers-town and Turtle Mountain R.R. | 36.96 | 154 | 12.88 | no apt. | 6 |
| 161008 | Fargo, N. Dak., Ortonville, Minn. | Chicago, Milwaukee and St. Paul Rwy. | 119.71 | 686 | 14.94 | 1 l. apt. 14.9 by 6.11 (av.) | 6 |
| 161009 | Jamestown, LaMoure. | James River Valley R.R. | 48.65 | 425 | 12.37 | 1 l. apt. 22.4 by 8.10 | 6 |
| 161010 | Devils Lake, N. Dak., Great Falls, Mont. | Great Northern Rwy. | 667.97 | 2,818 | 26.07 | 1 l. apt. 36 by 9 (av.) | 7 |
| 161011 | Tintah Junction (n. o.), Minn., Aberdeen, S. Dak. | do | 119.14 | 583 | 14.17 | ½ l. apt. 22 by 8 | 3 |
| 161012 | Valley Junction (n. o.), Oakes. | James River Valley R.R. | 15.34 | 376 | 22.10 | 1 l. apt. 22.4 by 8.10 | 6 |
| 161013 | Vacant. | | | | | | |
| 161014 | Rutland, Ellendale | Great Northern Rwy. | 49.80 | 114 | 14.23 | ½ l. apt. 23 by 9 (av.) | 3 |
| 161015 | Fairmount, Oakes | Minneapolis, St. Paul and Sault Ste. Marie Rwy. | 73.41 | 930 | 20.40 | 1 l. apt. 19 by 8 (av.) | 6.20 |
| 161016 | Vacant. | | | | | | |
| 161017 | Carrington, Sykeston. | Jamestown and Northern R.R. | 12.81 | 40 | 15.98 | no apt. | 3 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 65.84 | | | | 4,999.23 | | | | | |
| 59.00 | | | | 1,194.16 | | | | | |
| 58.14 | | | | 3,939.56 | | | | | Covering 159016. |
| 72.68 | | | | 7,526.01 | | | | | |
| 47.88 | | | | 1,878.81 | | | | | |
| 47.88 | | | | 1,491.46 | | | | | |
| 42.75 | | | | 3,019.43 | | | | May 14 | |
| 50.45 | | | | 1,897.42 | | | | | |
| 53.01 | | | | 763.34 | | | | | |
| 42.75 | | | | 580.54 | | | | | |
| 44.46 | | | | 891.42 | | | | | |
| 42.75 | | | | 769.02 | | | | | |
| 49.59 | | | | 3,138.55 | | | | May 14 | Pay fixed from Feb. 19, 1894, to June 30, 1894 on 62.32 m. |
| 83.79 | | | | 7,798.33 | | | | May 14 | |
| 165.02 | | | | 26,101.21 | | | | May 14 | |
| 76.10 | | | | 11,713.31 | | | | May 14 | |
| 42.75 | | | | 1,769.42 | | | | May 14 | |
| 72.68 | | | | 8,095.82 | | | | May 14 | |
| 46.17 | | | | 5,019.14 | | | | May 14 | |
| 42.75 | | | | 1,580.04 | | | | May 14 | |
| 71.82 | | | | 8,597.57 | | | | | |
| 58.14 | | | | 2,828.51 | | | | May 14 | |
| 139.37 | | | | 93,094.07 | | | | Aug. 20 | |
| 67.55 | | | | 8,047.90 | | | | May 14 | |
| 54.72 | | | | 839.40 | | | | May 14 | |
| 42.75 | | | | 2,128.95 | | | | Aug. 20 | |
| 82.08 | | | | 8,025.49 | | | | Aug. 20 | |
| 42.75 | | | | 547.62 | | | | May 14 | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mail, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|----------------------------|--|--|-------------------------|---|-----------------|--|-------------------------|
| NORTH DAKOTA—c't'd. | | | | | | | |
| 161018 | Hankinson, Portal... | Minneapolis, St. Paul and Sault Ste. Marie Rwy. | <i>Miles.</i> 344.50 | <i>Pounds.</i> 3,154 | 28.78 | <i>Feet and inches.</i> 1 l. apt. 21 by 8 (av.).. | 7 |
| MONTANA. | | | | | | | |
| 163001 | Silver Bow, Garrison. | Montana Union Rwy. | 44.52 | 994 | 21.48 | apt. 17.11 by 9.1 (av.), 1 l. | 17.63 |
| 163002 | Logan Station (n. o.), Butte. | Northern Pacific and Montana R. R. | 71.48 | 1,681 | 26.16 | apt. 20.6 by 9, 1 l. | 7 |
| 163003 | Stuart, Anaconda... | Montana Union Rwy. | 8.60 | 764 | 18 | no apt. | 21 |
| 163004 | Drummond, Rumsey. | Northern Pacific and Montana R. R. | 32.07 | 292 | 12.90 | do | 6 |
| 163005 | Butte, Great Falls... | Montana Central Rwy. | 172.92 | 1,772 | 23.26 | apt. 24.6 by 9.2 (av.), 1 l. | 10.01 |
| 163006 | Vacant. | | | | | | |
| 163007 | Clough Junction (n. o.), Marysville.... | Northern Pacific and Montana R. R. | 12.42 | 154 | 14.53 | no apt. | 6 |
| 163008 | Missoula, Grantsdale. | do | 51.44 | 683 | 13.74 | apt. 30.5 by 9, 1 l. | 6 |
| 163009 | Silver Bow, Butte... | Montana Union Rwy. | 8.01 | 3,077 | 20.40 | apt. 13.7 by 9.5 (av.), 2 l. | 35 |
| 163010 | Great Falls, Sandcoulee. | Montana Central Rwy. | 16.41 | 171 | 12.67 | no apt. | 7.87 |
| 163011 | Laurel Junction, Red Lodge. | Rocky Fork and Cooke City R. R. | 44.52 | 212 | 12.58 | do | 6 |
| 163012 | Livingston, Cinnabar. | Rocky Mountain R. R. of Montana. | 51.40 | 79 | 11.14 | do | 7 |
| 163013 | Boulder Valley, Elkhorn. | Northern Pacific and Montana R. R. | 21.17 | 88 | 12.63 | do | 6 |
| 163014 | Vacant. | | | | | | |
| 163015 | Allen Station (n. o.), Nelhart. | Montana Central Rwy. | 56.09 | 124 | 10.53 | do | 3 |
| 163016 | Vacant. | | | | | | |
| 163017 | De Smet Station (n. o.), Wallace. | Northern Pacific and Montana R. R. | 128.50 | 149 | 12.90 | do | 6 |
| 163018 | Pacific Junction (n. o.), Mont., Spokane, Wash. | Great Northern Rwy. | 512.94 | 887 | 21.12 | apt. 26.1 by 9.1 (av.), 1 l. | 7 |
| 163019 | Great Falls, Canadian Line (n. o.). | Great Falls and Canadian Rwy. | 132.50 | | | | |
| 163020 | Helena Station (n. o.), Boulder Station (n. o.). | Northern Pacific R. R. | 36.90 | | | | |
| WYOMING. | | | | | | | |
| 164001 | Granger, Wyo., Huntington, Oreg. | Oregon Short Line and Utah Northern Rwy. | 541.44 | 15,728 | 28 | r. p. o. 60.1 by 9.2, 1 l. | 7 |
| 164002 | Cheyenne, Orin Junction. | Union Pacific, Denver and Gulf Rwy. | 154.14 | 768 | 22 | apt. 16.4 by 6.9, 1 l. | 6 |
| 164003 | Vacant. | | | | | | |
| 164004 | Edgemont, S. Dak., Sheridan, Wyo. | Burlington and Missouri River R. R. Co. (in Nebraska). | 223.40 | 901 | 19 | apt. 14 by 9, 1 l. | 7 |
| 164005 | Vacant. | | | | | | |
| 164006 | New Castle, Cambria. | do | 7.19 | 63 | 10 | | 6 |
| COLORADO. | | | | | | | |
| 165001 | Pueblo, Trinidad.... | Denver and Rio Grande R. R. | 92.53 | 278 | 20.20 | no apt. | 7 |
| 165002 | Erie, Boulder | Union Pacific Rwy. | 14.05 | 100 | 9.95 | do | 6 |
| 165003 | Denver, Fort Collins. | Union Pacific, Denver and Gulf Rwy. | 74.97 | 1,862 | 23.62 | apt. 24.1 by 9.4, 2 l. over part of route; 1 l. residue. | 14.33 |
| 165004 | Mears (n. o.), Espanola, N. Mex. | Denver and Rio Grande R. R. | 194.50 | 1,290 | 14.21 | apt. 21.2 by 7.6 (av.), 1 l. | 6.38 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 144.50 | | | | 49,780.25 | | | | Aug. 20 | |
| 84.65 | | | | 3,768.61 | | | | Aug. 20 | |
| 114.57 | | | | 8,180.46 | | | | Aug. 20 | |
| 75.24 | | | | 647.06 | | | | Aug. 20 | |
| 48.74 | | | | 1,563.09 | | | | Aug. 20 | |
| 117.99 | | | | 20,402.83 | | | | Aug. 20 | |
| 42.75 | | | | 530.95 | | | | May 14 | |
| 71.82 | | | | 3,694.42 | | | | Aug. 20 | |
| 142.79 | | | | 1,143.74 | | | | Aug. 20 | |
| 42.75 | | | | 701.52 | | | | May 14 | |
| 43.61 | | | | 1,941.51 | | | | May 14 | |
| 42.75 | | | | 2,197.35 | | | | May 14 | |
| 42.75 | | | | 905.01 | | | | May 14 | |
| 42.75 | | | | 2,397.84 | | | | May 14 | |
| 42.75 | | | | 5,493.37 | | | | Aug. 20 | |
| 80.37 | | | | 41,224.98 | | | | Aug. 20 | |
| | | | | 1,325.00 | | | | | Not weighed. Pay by agreement to June 30, 1896. |
| | | | | | | | | | Not weighed. Service without expense to the Department by agreement. |
| 285.87 | 50.00 | | | 154,781.45 | 27,064.50 | | | | |
| 75.24 | | | | 11,597.49 | | | | | |
| 81.23 | | | | 18,146.78 | | | | | Route restated; pay fixed on 102.33 m., from Gillette to Sheridan, from Jan. 23, 1893. |
| 42.75 | | | | 307.37 | | | | | New; pay fixed from Apr. 24, 1893. |
| 47.88 | | | | 4,430.33 | | | | | Covering route 165033. |
| 42.75 | | | | 603.63 | | | | | |
| 122.27 | | | | 9,166.58 | | | | | |
| 97.47 | | | | 18,957.91 | | | | | Covering route 165015. |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|--|------------------|--|-----------------|--|-------------------------|
| | COLORADO—cont'd. | | Miles. | Pounds. | | Feet and inches. | |
| 165005 | Denver, Leadville.... | Denver, Leadville and Gunnison Rwy. | 151.98 | 1,384 | 16.65 | apt. 15.5 by 7.6, 1 l.... | 7.74 |
| 165006 | La Junta, Colo., Deming, N. Mex. | Atchison, Topeka and Santa Fe R. R. | 578.38 | 10,295 | 28.70 | r. p. o. 60 by 9.4 (50 ft. authorized), 1 l.; La Junta to Albuquerque, 347.50 m., apt. 21 by 9.3, 1 l. | 15.50 |
| 165007 | Denver, Colo., Cheyenne, Wyo. | Union Pacific Rwy. | 107.53 | 3,621 | 32.26 | apt. 24.1 by 9.4, 2 l. over part of route; 1 l. residue. | 17.05 |
| 165008 | Marshall Junction (n. o.), Lafayette. | Union Pacific, Denver and Gulf Rwy. | 6.24 | 171 | 16.29 | no apt. | 14 |
| 165009 | Poncho Springs, Montarch. | Denver and Rio Grande R. R. | 15.67 | 81 | 8.96 | do | 3 |
| 165010 | Vacant. | | | | | | |
| 165011 | Cucharas, Creede.... | do | 151.10 | 296 | 18.88 | apt. 20.2 by 7.6, 1 l. over part of route. | 5.96 |
| 165012 | Salida, Grand Junction. | do | 209.38 | 1,643 | 20.35 | apt. 25.9 by 7.6, 2 l. over part of route; 1 l. over part. | 7.48 |
| 165013 | Vacant. | | | | | | |
| 165014 | Schwanders Station (n. o.), St. Elmo. | Denver, Leadville and Gunnison Rwy. | 20.91 | 77 | 13.33 | no apt. | 3 |
| 165015 | Vacant. | | | | | | |
| 165016 | Gunnison, Crested Butte. | Denver and Rio Grande R. R. | 28.50 | 141 | 18.85 | do | 6 |
| 165017 | Julesburg, La Salle.. | Union Pacific, Denver and Gulf Rwy. | 151.01 | 1,244 | 35.19 | apt. 24.5 by 8.5, 1 l.... | 7 |
| 165018 | Glenwood Springs, Aspen. | Denver and Rio Grande R. R. | 41.68 | 386 | 18.47 | no apt. | 14 |
| 165019 | Denver, New Castle.. | do | 384.82 | 6,924 | 26.55 | apt. 25.9 by 8.11, 2 l. over part of route; 1 l. over part. | 18.70 |
| 165020 | Argo Junction (n. o.), Silver Plume. | Union Pacific, Denver and Gulf Rwy. | 51.63 | 1,301 | 13.98 | apt. 14.11 by 5.7, 1 l.... | 12.49 |
| 165021 | Forks Creek, Central City. | do | 11.26 | 421 | 10.60 | no apt. | 14 |
| 165022 | Sheridan Junction (n. o.), Morrison. | Denver, Leadville and Gunnison Rwy. | 9.64 | 127 | 12.34 | do | 12 |
| 165023 | Denver, Pueblo..... | Union Pacific, Denver and Gulf Rwy. | 126.71 | 1,684 | 24.40 | apt. 24.5 by 9.1, 1 l.... | 7 |
| 165024 | Garo, London (n. o.). | Denver, Leadville and Gunnison Rwy. | 15.62 | 166 | 11.02 | no apt. | 7 |
| 165025 | Manitou Junction (n. o.), Colorado Springs. | Union Pacific, Denver and Gulf Rwy. | 9.29 | 132 | 21.60 | apt. 24.6 by 9, 1 l.... | 14 |
| 165026 | Dickey, Dillon..... | Denver, Leadville and Gunnison Rwy. | 2.97 | 104 | 9.64 | no apt. | 6 |
| 165027 | Greeley, Fort Collins. | Union Pacific, Denver and Gulf Rwy. | 25.09 | 809 | 23.55 | apt. 24.1 by 9.4, 1 l.... | 7 |
| 165028 | Denver, Lyons..... | Burlington and Missouri River R. R. Co. in Nebraska. | 48.96 | 269 | 24.43 | no apt. | 9 |
| 165029 | Boulder, Sunset..... | Union Pacific, Denver and Gulf Rwy. | 13.10 | 218 | 9.44 | do | 7 |
| 165030 | Colorado Springs, Manitou | Denver and Rio Grande R. R. | 5.58 | 443 | 20.80 | do | 21 |
| 165031 | Como, Buena Vista.. | Denver, Leadville and Gunnison Rwy. | 48.59 | 129 | 13.63 | do | 5.36 |
| 165032 | Como, King..... | do | 3.95 | 23 | 7.51 | do | 7 |
| 165033 | Vacant. | | | | | | |
| 165034 | Colorado Springs, Aspen. | Colorado Midland Rwy. | 209.04 | 1,162 | 20.67 | apt. 20 by 9.1, 1 l.... | 7.94 |
| 165035 | Denver, Pueblo..... | Atchison, Topeka and Santa Fe R. R. | 117.49 | 2,209 | 24.23 | no apt. | 22.58 |
| 165036 | Towner, Pueblo..... | Kansas and Colorado Pacific Rwy. | 151.24 | 1,824 | 31.01 | apt. 20.6 by 9.4, 1 l.... | 7 |
| 165037 | Montrose, Ouray..... | Denver and Rio Grande R. R. | 36.54 | 1,272 | 13.72 | apt. 25.2 by 7.6, 1 l.... | 7 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|---|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 101.75 | | | | 15,463.96 | | | | | |
| 227.43 | 40.00 | | | 131,540.96 | 13,900.00 | | | | |
| 151.34 | | | | 16,273.59 | | | | | |
| 42.75 | | | | 266.76 | | | | | |
| 42.75 | | | | 669.89 | | | | | |
| 49.59 | | | | 7,493.04 | | | | | |
| 112.86 | | | | 23,630.62 | | | | | Covering routes 165013 and 165047 and part of route 165004. |
| 42.75 | | | | 893.90 | | | | | |
| 42.75 | | | | 1,218.37 | | | | | |
| 95.76 | | | | 14,460.71 | | | | | |
| 55.58 | | | | 2,316.57 | | | | | Route restated. |
| 191.52 | | | | 73,700.72 | | | | | Covering route 165042 and part of routes 165001 and 165018. |
| 98.33 | | | | 5,076.77 | | | | | |
| 58.14 | | | | 654.65 | | | | | |
| 42.75 | | | | 412.11 | | | | | |
| 114.57 | | | | 14,517.16 | | | | | |
| 42.75 | | | | 667.75 | | | | | |
| 42.75 | | | | 397.14 | | | | | |
| 42.75 | | | | 126.96 | | | | | |
| 76.96 | | | | 1,930.67 | | | | | |
| 47.03 | | | | 2,302.58 | | | | | |
| 43.61 | | | | 571.29 | | | | | |
| 59.85 | | | | 333.96 | | | | | |
| 42.75 | | | | 2,077.22 | | | | | |
| 42.75 | | | | 168.86 | | | | | |
| 92.34 | | | | 19,302.75 | | | | | |
| 130.82 | | | | 15,370.04 | | | | | |
| 120.56 | | | | 18,233.49 | | | | | |
| 96.62 | | | | 3,530.49 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|------------------|---|---|------------------|--|--|---------------------------------------|-------------------------|
| COLORADO—cont'd. | | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 165038 | Gunnison, Baldwin .. | Denver, Leadville and Gunnison Rwy. | 18.37 | 26 12.19 | no apt. | | 3 |
| 165039 | Aspen Junction, New Castle. | Colorado Midland R. R. | 35.74 | 113 21.80 | do | | 7 |
| 165040 | Military Junction, (n. o.), Fort Logan. | Denver and Rio Grande R. R. | 1.76 | 107 18 | do | | 14 |
| 165041 | Lake Junction (n. o.), Lake City. | do | 36.01 | 183 13.86 | do | | 6 |
| 165042 | New Castle, Grand Junction. | do | 77.36 | 2, 234 33.91 | apt. 25.9½ by 8.11, 1 l. | | 14 |
| 165043 | Ridgway, Telluride .. | Rio Grande Southern R. R. | 45.56 | 660 16.60 | apt. 12.8 by 7.4, 1 l. over part of route. | | 7 |
| 165044 | Trinidad, Colo., Cataskill, N. Mex. | Union Pacific, Denver and Gulf Rwy. | 27.54 | 93 13.13 | no apt. | | 6 |
| 165045 | Illium, Durango | Rio Grande Southern R. R. | 124.60 | 376 13.97 | apt. 12.8 by 7.4, 1 l. | | 6 |
| 165046 | Cardiff, Spring Gulch. | Colorado Midland R. R. | 15.16 | 24 7.42 | no apt. | | 6 |
| 165047 | Vacant. | | | | | | |
| 165048 | Denver, University Place. | Denver Consolidated Tramway Co. | 7.31 | 98 7.55 | do | | 19 |
| 165049 | Denver, Golden | Denver, Lakewood and Golden R. R. | 13.25 | | | | |
| 165050 | Villa Park Station (n. o.), Barnum. | do | 3.04 | | | | |
| 165051 | Denver (16th and Arapahoe sts.), Harman. | Denver Consolidated Tramway Co. | 4.16 | 47 8.31 | do | | 12 |
| 165052 | Denver (Alameda and South Pennsylvania ave.), Athens. | do | 1.69 | 66 2.25 | do | | 18 |
| 165053 | Denver (loop via Broadway Line), South Denver. | do | 2.94 | 212 7.82 | do | | 18 |
| 165054 | Denver (loop via Colfax Line), Montclair. | do | 5.37 | 45 5.37 | do | | 12 |
| 165055 | Denver (loop via Stout st.), Lyman. | do | 4.94 | 75 6.58 | do | | 13 |
| 165056 | Denver (loop via Platte st.), Edgewater. | do | 3.62 | 153 7.58 | do | | 18.82 |
| 165057 | Denver (loop via 15th st.), Berkeley. | do | 3.70 | 50 7.40 | do | | 12 |
| 165058 | Limon Station, Denver. | Chicago, Rock Island and Pacific Rwy. | 91.21 | 966 33.35 | do | | 13 |
| NEW MEXICO. | | | | | | | |
| 167001 | Lamy, Santa Fe | Atchison, Topeka and Santa Fe R. R. | 18.80 | 474 22.59 | no apt. | | 14 |
| 167002 | Antonito, Silverton .. | Denver and Rio Grande R. R. | 216.94 | 1, 010 15.91 | apt. 19.8 by 7.6 (av.), 1 l. | | 6 |
| 167003 | Albuquerque, N. Mex., Needles, Cal. | Atlantic and Pacific R. R. | 577.74 | 8, 949 24.50 | apt. 27.6 by 9.3, 1 l. | | 14 |
| 167004 | Rincon, N. Mex., El Paso, Tex. | Atchison, Topeka and Santa Fe R. R. | 77.18 | 1, 167 21.74 | apt. 21 by 9.3, 1 l. | | 14 |
| 167005 | Vacant. | | | | | | |
| 167006 | Deming, Silver City. | do | 48.72 | 758 20.21 | apt. 22 by 8.10, 1 l. | | 7 |
| 167007 | Vacant. | | | | | | |
| 167008 | Nutt Station (n. o.), Lake Valley. | do | 13.28 | 306 13.33 | no apt. | | 7 |
| 167009 | State Line (n. o.), Eddy. | Pecos Valley Rwy. | 35.30 | | | | |
| 167010 | Socorro, Magdalena .. | Atchison, Topeka and Santa Fe R. R. | 27.44 | 105 13.22 | do | | 6 |
| 167011 | Espanola, Santa Fe .. | Santa Fe Southern Rwy. | 40.42 | 398 19.76 | apt. 16.8 by 7.6, 1 l. | | 6 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|---|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 42.75 | | | | 785.31 | | | | | |
| 42.75 | | | | 1,527.88 | | | | | |
| 42.75 | | | | 75.24 | | | | | |
| 42.75 | | | | 1,539.42 | | | | | |
| 147.06 | | | | 11,376.56 | | | | | |
| 70.97 | | | | 3,233.39 | | | | | |
| 42.75 | | | | 1,177.33 | | | | | |
| 54.72 | | | | 6,818.11 | | | | | |
| 42.75 | | | | 648.00 | | | | | |
| 42.75 | | | | 312.50 | | | | | |
| 42.75 | | | | 566.43 | | | | | Not weighed; pay by agreement to June 30, 1898. |
| 42.75 | | | | 129.96 | | | | | Do. |
| 42.75 | | | | 177.84 | | | | | |
| 42.75 | | | | 72.24 | | | | | |
| 43.61 | | | | 128.21 | | | | | |
| 42.75 | | | | 229.56 | | | | | |
| 42.75 | | | | 211.18 | | | | | |
| 42.75 | | | | 154.75 | | | | | |
| 42.75 | | | | 158.17 | | | | | |
| 10.26 | | | | 935.81 | | | | | Lap service over route 155001. |
| 61.56 | | | | 1,157.32 | | | | | |
| 85.50 | | | | 18,548.37 | | | | | |
| 170.32 | | | | 98,403.67 | | | | | Land grant. |
| 92.34 | | | | 7,126.80 | | | | | |
| 74.39 | | | | 3,624.28 | | | | | |
| 49.59 | | | | 658.55 | | | | | |
| 42.75 | | | | 1,173.06 | | | | | |
| 56.43 | | | | 2,280.90 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|--------------------|---|---|------------------|--|-----------------|---|-------------------------|
| NEW MEXICO—cont'd. | | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 187012 | Lordsburg, N. Mex., Clifton, Ariz. | Arizona and New Mexico Rwy. | 72.12 | 136 | 16.15 | no apt. | 6 |
| 187013 | Whitewater (n. o.), Hanover. | Silver City and Northern R. R. | 18.22 | 107 | 14.83 | do | 6 |
| ARIZONA. | | | | | | | |
| 168001 | Yuma, Ariz., El Paso, Tex. | Southern Pacific Co. | 564.03 | 3,136 | 20.50 | apt. 25 by 9, 11 | 7 |
| 168002 | Benson, Nogales | New Mexico and Arizona R. R. | 88.57 | 766 | 13.75 | no apt. | 7 |
| 168003 | Vacant. | | | | | | |
| 168004 | Maricopa, Phoenix | Maricopa and Phoenix R. R. | 35.19 | 828 | 26.50 | do | 7 |
| 168005 | Fairbank, Bisbee | Arizona and South-eastern R. R. | 38.34 | 145 | 16.45 | do | 6 |
| 168006 | Ashfork, Prescott | Santa Fe, Prescott and Phoenix Rwy. | 60.12 | 637 | 19.87 | do | 13 |
| UTAH. | | | | | | | |
| 169001 | Ogden, Frisco | Oregon Short Line and Utah Northern Rwy. | 276.35 | 1,695 | 14 | 1 l., apt. Ogden to Juab; 2 1., Ogden to Salt Lake City, in addition, 20.5 by 9.6 (av.). | 8.85 |
| 169002 | Grand Junction, Colo., Ogden, Utah. | Rio Grande Western Rwy. | 329.35 | 3,314 | 23.04 | 1 l., apt. over route and additional over portion, 25.9 by 8.11. | 15.15 |
| 169003 | Ogden, Utah, Silver Bow, Mont. | Oregon Short Line and Utah Northern Rwy. | 390.25 | 4,157 | 24.01 | r. p. o., 7 times a week in ward between Ogden and Pocatello (not authorized); 1 l., apt. 51 by 9.8 over route and additional over portion. | 8.06 |
| 169004 | Bingham Junction (n. o.), Bingham Canyon. | Rio Grande Western Rwy. | 14.95 | 95 | 20.41 | no apt. | 7 |
| 169005 | Salt Lake City, Stockton. | Oregon Short Line and Utah Northern Rwy. | 38.99 | 150 | 16.76 | do | 6 |
| 169006 | Bingham Junction (n. o.), Wasatch | Rio Grande Western Rwy. | 10.51 | 20 | 6.20 | do | 7 |
| 169007 | Cache Junction, Utah, Preston, Idaho. | Oregon Short Line and Utah Northern Rwy. | 42.77 | 578 | 25 | 1 l., apt. 17 by 9.6, | 14 |
| 169008 | Echo City, Park City. | Echo and Park City Rwy. | 28.32 | 274 | 10.80 | no apt. | 7 |
| 169009 | Colton, Scofield | Rio Grande Western Rwy. | 16.40 | 57 | 12.31 | do | 6 |
| 169010 | Nephi, Moroni | San Pete Valley Rwy. | 24.17 | 248 | 7 | do | 7 |
| 169011 | Lehi Junction (n. o.), Silver City. | Oregon Short Line and Utah Northern Rwy. | 54.18 | 148 | 16.80 | do | 7 |
| 169012 | Mammoth Junction (n. o.), Eureka | do | 3.31 | 65 | 15.08 | do | 7 |
| 169013 | Salt Lake City, Park City. | Utah Central Rwy. | 32.50 | 261 | 12.58 | do | 7.77 |
| 169014 | Thistle, Salina | Rio Grande Western Rwy. | 87.40 | 642 | 23.04 | 1 l., apt. 18 by 9 | 7 |
| 169015 | Vacant. | | | | | | |
| 169016 | Salt Lake City, El Dorado. | West Side Rapid Transit Co. | 9.75 | 26 | | no apt. | 6 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|-------------------------------|
| <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dols.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | <i>Dollars.</i> | | |
| 42.75 | | | | 3,083.13 | | | | | |
| 42.75 | | | | 778.90 | | | | | |
| 143.64 | | | | 81,017.26 | | | | | Covering route 167005. |
| 75.24 | | | | 6,664.00 | | | | | |
| 77.81 | | | | 2,738.13 | | | | | |
| 42.75 | | | | 1,553.53 | | | | | |
| 69.26 | | | | 4,163.91 | | | | | |
| 114.57 | | | | 31,661.41 | | | | | |
| 140.21 | | | | 48,154.26 | | | | | |
| 158.18 | | | | 61,729.74 | | | | | |
| 42.75 | | | | 639.11 | | | | | |
| 42.75 | | | | 1,606.82 | | | | | |
| 42.75 | | | | 449.80 | | | | July 1 | |
| 66.69 | | | | 2,852.33 | | | | | |
| 47.88 | | | | 1,355.96 | | | | | |
| 42.75 | | | | 701.10 | | | | | |
| 46.17 | | | | 1,115.92 | | | | | Pay fixed from Sept. 4, 1893. |
| 42.75 | | | | 2,316.19 | | | | | |
| 42.75 | | | | 141.50 | | | | | |
| 47.03 | | | | 1,528.47 | | | | | |
| 70.11 | | | | 6,127.61 | | | | | |
| 42.75 | | | | 416.81 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|--|---|------------------|--|-----------------|---|-------------------------|
| | IDAHO. | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 170001 | Shoshone, Ketchum. | Oregon Short Line and Utah Northern Rwy. | 70.14 | 395 17 | | | 6 |
| 170002 | Hauser, Cœur d'Alene. | Spokane Falls and Idaho R. R. | 13.66 | 208 18 | | | 6 |
| 170003 | Wallace, Burke..... | Cœur d'Alene Rwy. and Navigation Co. | 6.89 | 114 8 | | | 7 |
| 170004 | Nampa, Boise City... | Oregon Short Line and Utah Northern Rwy. | 19.40 | 837 19 | | | 14 |
| 170005 | Vacant. | | | | | | |
| 170006 | Tekoa, Wash., Wallace, Idaho. | Washington and Idaho R. R. | 80.29 | 895 14 | | apt. 24.10 by 9.9, 1 l. | 7 |
| 170007 | Wallace, Burke..... | do | 7.03 | 105 7 | | | 7 |
| 170008 | Pullman Junction (n. o.), Wash., Juliaetta, Idaho. | Spokane and Palouse R. R. | 38.12 | 597 19 | | apt. 24.6 by 9.2, 1 l. | 7 |
| | WASHINGTON. | | | | | | |
| 171001 | Portland, Oreg., Tacoma, Wash. | Northern Pacific R. R. | 144.80 | 9,300 21 | | r. p. o. 50 by 9.2 (not authorized); 1 l. apt. 30.6 by 9.2; 1 l. to Lake View; 2 l. residue. | 14.30 |
| 171002 | Seattle, New Castle.. | Columbia and Puget Sound R. R. | 18.89 | 174 9 | | | 6 |
| 171003 | Olympia, Tenino..... | Port Townsend Southern R. R. | 16.53 | 256 17 | | | 7 |
| 171004 | Walla Walla, Wallula. | Oregon Rwy. and Navigation Co. | 32.27 | 3,723 24 | | apt. 30.6 by 9, 1 l. | 7 |
| 171005 | Tacoma, Carbonado.. | Northern Pacific R. R. and Northern Pacific and Cascade R. R. | 34.02 | 5,749 24 | | apt. 30.6 by 9.2, 2 l. to Puyallup Junction (n. o.). | 22.80 |
| 171006 | Washuena, Wash., Moscow, Idaho. | Oregon Rwy. and Navigation Co. | 87.84 | 1,303 19 | | apt. 30.6 by 9, 1 l. to Colfax. | 8.18 |
| 171007 | Renton, Franklin.... | Columbia and Puget Sound R. R. | 20.79 | 141 11 | | | 7 |
| 171008 | Walla Walla, Dayton. | Oregon Rwy. and Navigation Co. | 38.66 | 2,138 20 | | apt. 30.6 by 9, 1 l. to Bolles Junction. | 9.33 |
| 171009 | Wallula, Wash., Missoula, Mont. | Northern Pacific R. R. | 419.68 | 6,793 21 | | apt. 35.9 by 9. av. (r. p. o. not authorized); 1 l. to Cheney, 3 l. thence to Marshall, 6 l. thence to Spokane, 1 l. residue. | 8.32 |
| 171010 | Bolles Junction (n. o.), Riparia. | Oregon Rwy. and Navigation Co. | 31.31 | 2,821 24 | | apt. 30.6 by 9, 1 l. | 7 |
| 171011 | Pasco, Cascade Junction (n. o.). | Northern Pacific R. R. | 227.91 | 5,863 24 | | r. p. o. 50 by 9.2 (not authorized); 1 l. | 7 |
| 171012 | Seattle, Meeker Junction (n. o.). | Northern Pacific and Puget Sound Shore R. R. | 30.60 | 8,765 29 | | apt. 30.6 by 9.2, 2 l. | 28 |
| 171013 | Vacant. | | | | | | |
| 171014 | Starbuck, Pomeroy.. | Oregon Rwy. and Navigation Co. | 31.02 | 209 13 | | | 6 |
| 171015 | Marshall, Wash., Genesee, Idaho | Spokane and Palouse R. R. | 104.26 | 970 19 | | apt. 24.6 by 9.2, 1 l. to Pullman. | 6.70 |
| 171016 | Colfax, Farmington.. | Oregon Rwy. and Navigation Co. | 27.84 | 2,096 24 | | apt. 30.6 by 9, 1 l. | 7 |
| 171017 | Walla Walla, Wash., Pendleton, Oreg. | do | 48.69 | 242 24 | | | 6 |
| 171018 | Seattle, North Bend.. | Seattle, Lake Shore and Eastern Rwy. | 60.70 | 520 20 | | apt. 11.3 by 7.1, 1 l. | 9.20 |
| 171019 | Dunlor, Riparia..... | Oregon Rwy. and Navigation Co. | 24.63 | 2,715 24 | | apt. 30.6 by 9, 1 l. | 7 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|--|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 56.43 | | | | 3,958.00 | | | | | |
| 42.75 | | | | 583.96 | | | | | |
| 42.75 | | | | 294.54 | | | | Aug. 24 | New; pay fixed from Aug. 4, 1894. |
| 80.37 | | | | 1,556.17 | | | | | |
| 80.37 | | | | 6,452.90 | | | | | |
| 42.75 | | | | 360.53 | | | | | Route discontinued Aug. 3, 1894. |
| 67.55 | | | | 2,575.00 | | | | May 14 | |
| 173.05 | | | | 25,057.64 | | | | Aug. 20 | All land grant. |
| 42.75 | | | | 807.54 | | | | | |
| 46.17 | | | | 763.19 | | | | | |
| 152.19 | | | | 4,911.17 | | | | | |
| {178.70 } {142.96 } | | | | 5,135.83 | | | | Aug. 20 | Land grant Tacoma to Cascade Junction, 26.40 m. at \$142.96 per m. |
| 98.31 | | | | 8,637.30 | | | | | |
| 42.75 | | | | 868.77 | | | | | |
| 129.96 | | | | 5,024.25 | | | | | |
| 151.84 | | | | 63,724.21 | | | | | All land grant. |
| 139.37 | | | | 4,363.67 | | | | | |
| 143.34 | | | | 32,736.99 | | | | Aug. 20 | Do. |
| 211.19 | | | | 6,462.41 | | | | Aug. 20 | |
| 42.75 | | | | 1,326.10 | | | | | |
| 83.79 | | | | 8,735.94 | | | | May 14 | |
| 129.11 | | | | 3,594.42 | | | | | |
| 45.32 | | | | 2,206.63 | | | | | |
| 64.98 | | | | 3,944.28 | | | | Aug. 20 | |
| 137.66 | | | | 3,390.56 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|---|------------------|--|-----------------|---|-------------------------|
| | WASHINGTON—cont'd. | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 171020 | Woodinville, Sumas City. | Seattle, Lake Shore and Eastern Rwy. | 102.05 | 614 23 | | apt. 17.5 by 7.1 l..... | 11 |
| 171021 | Cheney, Coulee City. | Central Washing- ton R. R. | 108.60 | 803 16 | | apt. 24.6 by 9.2, 1 l.... | 6 |
| 171022 | Farmington, Spo- kane. | Washington and Idaho R. R. | 61.73 | 2,010 24 | | apt. 30.6 by 9, 1 l..... | 7 |
| 171023 | Spokane, Boundary.. | Spokane Falls and Northern Rwy. | 140.66 | 477 19 | | apt. 18 by 8.6, 1 l. to Marcus. | 4.90 |
| 171024 | Blaine, Fairhaven and Southern Junction (n. o.). | Fairhaven and Southern R. R. | 41.28 | 906 21 | | apt. 17.5 by 7.1, 1 l. New Whatcom to Fairhaven and Southern Junction (n. o.). | 7 |
| 171025 | Hunts Junction (n. o.), Dayton. | Washington and Columbia River Rwy. | 86.96 | 363 30 | | apt. 24.6 by 9.2, 1 l.... | 7 |
| 171026 | New Kamliche, Kamliche. | Puget Sound and Grays Harbor R. R. and Transportation Co. | 4.52 | 28 ..... |  | ..... | 6 |
| 171027 | Winona, Aurora..... | Oregon Rwy. Ex- tensions Co. | 47.97 | 98 12 |  | ..... | 6 |
| 171028 | Vacant. | | | | | | |
| 171029 | Centralia, Ocosta.... | United Railroads of Washington Co. | 66.62 | 646 22 | | apt. 22.6 by 8.11, 1 l... | 7 |
| 171030 | Hamilton, Anacortes. | Seattle and North- ern Rwy. | 33.50 | 325 10 | | apt. 8.4 by 6.8, 1 l..... | 7 |
| 171031 | New Whatcom, Su- mas City. | Bellingham Bay and British Columbia R. R. | 23.84 | 1,119 21 | | apt. 17.5 by 7.1 l..... | 10.50 |
| 171032 | Lake View, Gate City. | United Railroads of Washington Co. | 44.05 | 859 28 | | apt. 22.6 by 8.11, 1 l... | 7 |
| 171033 | Port Townsend, Quil- cene. | Port Townsend and Southern R. R. | 26.50 | 78 14 |  | ..... | 6 |
| 171034 | Seattle, Fairhaven and Southern Junction (n. o.). | Seattle and Mon- tana Rwy. | 78.50 | 2,304 21 | | apt. 21.1 by 8 (av.), 2 l. to Everett Junction; 1 l. residue. | 10.73 |
| 171035 | Vacant. | | | | | | |
| 171036 | Cosmopolis Junction (n. o.), Cosmopolis.. | United Railroads of Washington Co. | 1.61 | 72 20 | | apt. 22.6 by 8.11, 1 l... | 7 |
| 171037 | Chehalis, South Bend. |do | 58.34 | 379 16 | | apt. 16 by 7.4, 1 l..... | 6 |
| 171038 | Belmont, Farming- ton. | Spokane and Pa- louise R. R. | 6.73 | 42 16 |  | ..... | 6 |
| 171039 | Vacant. | | | | | | |
| 171040 | Spokane, Everett Junction (n. o.). | Great Northern Rwy. | 317.33 | 1,014 20 | | apt. 24 by 9, 1 l..... | 7 |
| 171041 | Everett, Hartford Junction (n. o.). | Everett and Monte Cristo Rwy. | 16.69 | 73 14 |  | ..... | 3 |
| 171042 | Hartford Junction (n. o.), Monte Cristo. |do | 42.57 | 44 14 |  | ..... | 3 |
| | OREGON. | | | | | | |
| 173001 | Portland, Ashland... | Southern Pacific Co. | 342.13 | 9,441 24 | | r. p. o. 55 by 8.11 (40 ft. authorized), 1 l., 341.40 m.; apt. 25 by 9, 1 l. to Roseburg. | 12.20 |
| 173002 | Portland, Corvallis. |do | 97.03 | 1,046 21 | | apt. 10 by 8.10, 1 l.... | 9 |
| 173003 | Umatilla, Hunting ton. | Oregon Rwy. and Navigation Co. | 218.12 | 13,729 23 | | r. p. o. 60 by 9, 1 l., 217.70 m. | 7 |
| 173004 | Portland, Dundee Junction (n. o.). | Southern Pacific Co. | 28.56 | 1,117 10 |  | ..... | 9.25 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|---|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 68.40 | | | | 6,980.22 | | | | Aug. 20 | |
| 76.95 | | | | 8,356.77 | | | | May 14 | |
| 128.25 | | | | 7,916.87 | | | | | |
| 62.42 | | | | 8,779.99 | | | | | |
| 81.23 | | | | 3,853.17 | | | | Aug. 20 | |
| 53.87 | | | | 4,684.53 | | | | | |
| 42.75 | | | | 193.23 | | | | | |
| 42.75 | | | | 2,050.71 | | | | | |
| 70.11 | | | | 4,670.72 | | | | Aug. 20 | |
| 51.30 | | | | 1,718.55 | | | | Aug. 20 | |
| 89.78 | | | | 2,140.35 | | | | Aug. 20 | |
| 78.66 | | | | 3,464.97 | | | | Aug. 20 | |
| 42.75 | | | | 1,132.87 | | | | | |
| 132.53 | | | | 10,408.60 | | | | Aug. 20 | |
| 42.75 | | | | 68.82 | | | | Aug. 20 | |
| 54.72 | | | | 3,192.36 | | | | May 14 | New; pay fixed from April 3 1893. |
| 42.75 | | | | 287.70 | | | | May 14 | |
| 85.50 | | | | 27,131.71 | | | | Aug. 20 | |
| 3.42 | | | | 57.07 | | | | Aug. 20 | 8.59 m., Everett to Snohomish; lap over 171040; 8.10 m., Snohomish to Hartford Junction (n. o.); lap over 171020. |
| 42.75 | | | | 1,819.86 | | | | Aug. 20 | |
| 218.03 | 25.00 | | | 74,594.60 | 8,535.00 | | | | |
| 87.21 | | | | 8,461.98 | | | | | |
| 264.20 | 50.00 | | | 57,627.30 | 10,885.00 | | | | |
| 89.78 | | | | 2,564.11 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|---|--|------------------|---|-----------------|--|-------------------------|
| | OREGON—continued. | | Miles. | Pounds. | | Feet and inches. | |
| 173005 | Portland, Wallula... | Oregon Rwy. and Navigation Co. | 214.17 | 12,138 23 | | r. p. o. 60 by 9, 1 l. to Umatilla, 186.95 m.; apt. 30 by 9, 1 l. Umatilla to Wallula. | 9.47 |
| 173006 | Albany, Yaquina.... | Oregon Pacific R. R. | 84.07 | 825 12 | | apt. 24 by 9, 1 l. | 6 |
| 173007 | Woodburn, Natron... | Southern Pacific Co. | 92.92 | 190 14 | | apt. 19.2 by 9, 1 l. | 3.30 |
| 173008 | Dundee Junction, Airlee. | do | 50.56 | 530 10 | | apt. 13.6 by 6.9, 1 l. | 9 |
| 173009 | Sheridan Junction (n. o.), Sheridan. | do | 7.24 | 439 15 | | apt. 13.6 by 6.9, 1 l. | 6 |
| 173010 | Albany, Lebanon.... | do | 12.77 | 181 17 | | | 12 |
| 173011 | Willows Junction (n. o.), Heppner. | Oregon Rwy. and Navigation Co. | 45.80 | 406 16 | | | 6 |
| 173012 | Portland, Oreg., Vancouver, Wash. | Portland Consolidated Street Rwy. | 8.10 | 530 11 | | | 16.50 |
| 173013 | La Grande, Elgin.... | Oregon Rwy. Extensions Co. | 21.39 | 289 11 | | | 6 |
| 173014 | Albany, Detroit.... | Oregon Pacific R. R. | 55.43 | 110 13 | | apt. 8.10 by 3.10, 1 l. | 6 |
| 173015 | Medford, Jacksonville. | Rogue River Valley Rwy. | 6.60 | 229 11 | | | 14 |
| 173016 | Hunts Junction (n. o.), Wash., Pendleton, Oreg. | Washington and Columbia River Rwy. | 40.54 | 127 16 | | | 7 |
| 173017 | Baker City, McEwen. | Sumter Valley Rwy. | 25.96 | 368 11 | | | 6 |
| | NEVADA. | | | | | | |
| 175001 | Virginia City, Reno. | Virginia and Truckee R. R. | 52.58 | 1,421 19 | | apt. 18.11 by 8.5, 1 l. | 14 |
| 175002 | Palisade, Eureka... | Eureka and Palisade R. R. | 84.88 | 197 16 | | | 3 |
| 175003 | Battle Mountain, Austin. | Nevada Central R. R. | 94.11 | 172 16 | | | 3 |
| 175004 | Mound House, Keeler. | Carson and Colorado Rwy. | 293.04 | 473 16 | | apt. 19.9 by 8.8, 1 l. to Hawthorne; 1 l. residue. | 4.53 |
| 175005 | Reno, Nev., Amodee, Cal. | E. Geat, manager Nevada-California-Oregon Rwy. | 79.34 | 789 15 | | apt. 13.6 by 7.4, 1 l. | 6 |
| 175006 | Belleville Junction (n. o.), Candelaria.. | Carson and Colorado Rwy. | 6.75 | 208 12 | | apt. 19.9 by 8.8, 1 l. | 4 |
| | CALIFORNIA. | | | | | | |
| | San Francisco, Port Costa. | | 32.17 | | | r. p. o. 60 by 8.11, 55 by 8.11, 2 l., 42 by 8.11, 1 l., and 40 by 8.11, 1 l. (1 l. 60, 1 l. 55, 1 l. 50, and 2 l. 40 feet authorized). | |
| | Port Costa, Roseville. | | 75.86 | | | r. p. o. 60 by 8.11, 1 l., 55 by 8.11, 1 l., 42 by 8.11, 1 l., and 40 by 8.11, 1 l. | |
| 176001 | Roseville, Reno..... | Southern Pacific Co. | 136.23 | 42,632 22 | | r. p. o. 60 by 8.11, 1 l., 55 by 8.11, 1 l., and 42 by 8.11, 1 l. | 17.92 |
| | Reno, Ogden..... | | 589.62 | | | r. p. o. 60 by 8.11, 1 l., and 55 by 8.11, 1 l. apt., 22 by 8.11 (av.), 41. to Port Costa, 1 l. between Davisville and Sacramento; 21. thence to Roseville, and 1 l. thence to Colfax. | |
| 176002 | San Jose, Carnadero Station (n. o.). | do | 32.50 | | | apt. 22 by 8.11, 2 l. to Castroville, 1 l. residue. | 13.23 |
| | Carnadero Station (n. o.), Santa Margarita | do | 203.92 | 3,646 28 | | | |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued

| Pay per mile per annum for transportation. | | Pay per mile per annum for r. p. o. cars. | | Former pay per mile per annum for transportation. | | Former pay per mile per annum for r. p. o. cars. | | Amount of annual pay for transportation. | | Amount of annual pay for r. p. o. cars. | | Former amount of annual pay for transportation. | | Former amount of annual pay for r. p. o. cars. | | Weighed thirty days from April 16, 1894, unless otherwise stated. | | Remarks. |
|--|-------|---|-------|---|-------|--|-------|--|-----------|---|----------|---|----------|--|----------|---|--|---|
| Dols. | Dols. | Dols. | Dols. | Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 247.10 | 50.00 | | | | | | | 52,921.40 | 9,347.50 | | | | | | | | | r. p. o. only between Portland and Umatilla, 186.95 m. |
| 77.81 | | | | | | | | 6,541.48 | | | | | | | | | | |
| 42.75 | | | | | | | | 3,972.33 | | | | | | | | | | |
| 64.98 | | | | | | | | 3,285.38 | | | | | | | | | | |
| 59.00 | | | | | | | | 427.16 | | | | | | | | | | |
| 42.75 | | | | | | | | 545.91 | | | | | | | | | | |
| 57.29 | | | | | | | | 2,623.88 | | | | | | | | | | |
| 64.98 | | | | | | | | 526.33 | | | | | | | | | | |
| 48.74 | | | | | | | | 1,042.54 | | | | | | | | | | |
| 42.75 | | | | | | | | 2,369.63 | | | | | | | | | | |
| 44.46 | | | | | | | | 296.10 | | | | | | | | | | Including extension. |
| 42.75 | | | | | | | | 1,733.08 | | | | | | | | | | |
| 55.58 | | | | | | | | 1,442.85 | | | | | | | | | | |
| 103.46 | | | | | | | | 5,439.92 | | | | | | | | | | |
| 42.75 | | | | | | | | 3,628.62 | | | | | | | | | | |
| 42.75 | | | | | | | | 4,023.20 | | | | | | | | | | |
| 293.04 | | | | | | | | 18,039.54 | | | | | | | | | | |
| 76.10 | | | | | | | | 6,037.77 | | | | | | | | | | |
| 42.75 | | | | | | | | 288.56 | | | | | | | | | | |
| | 190 | | | | | | | | | | | | | | | | | |
| | 150 | | | | | | | | | | | | | | | | | |
| 563.11 | 125 | | | | | | | 496,243.76 | 93,429.05 | | | | | | | | | |
| | 100 | | | | | | | | | | | | | | | | | |
| 121.07 | | | | | | | | 34,796.02 | | | | | | | | | | |
| 151.34 | | | | | | | | | | | | | | | | | | 32.50 miles, San Jose to Carnadero Station (n. o.), land grant. |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|--------------------|---|---|------------------|---|-----------------|--|-------------------------|
| CALIFORNIA—cont'd. | | | <i>Miles.</i> | <i>Pounds.</i> | | <i>Feet and inches.</i> | |
| 17600 ^c | Roseville, Ashland... | Southern Pacific Co. | 328.28 | 9,235.24 | | r. p. o. 55 by 8.11 (40 feet authorized), 1 l. 322.50 m.; apt. 22 by 8.11, 1 l., and 1 l. additional between Roseville and Red Bluff, and between Redding and Tehama. | 12.23 |
| 176004 | Petaluma, Lakeville. | San Francisco and North Pacific Rwy. | 6.22 | 39.17 |  | ..... | 6 |
| 176005 | Sacramento, Placerville. | Southern Pacific Co. | 60.85 | 834.22 | | apt. 12 by 8, 1 l. | 12 |
| 176006 | Suisun City, Napa Junction. | do | 12.98 | 510.23 |  | ..... | 20 |
| 176007 | Woodland, Grafton. | do | 10.00 | 298.21 |  | ..... | 7 |
| 176008 | Vallejo Junction (n. o.), Calistoga. | do | 43.90 | 1,787.17 | | apt. 16.1 by 8.8, 2 l. | 16.90 |
| 176009 | Marysville, Oroville. | do | 26.88 | 506.26 |  | ..... | 13 |
| 176010 | Vacant. | | | | | | |
| 176011 | San Francisco, Ukiah | San Francisco and North Pacific Rwy. | 112.14 | 2,631.22 | | apt. 22.3 by 8, 1 l. | 13 |
| 176012 | Stockton, Milton. | Southern Pacific Co. | 30.60 | 1,068.15 | | apt. 16 by 8.6, 1 l. to Peters. | 9 |
| 176013 | San Pedro, Los Angeles. | do | 22.41 | 223.22 |  | ..... | 14 |
| 176014 | Goshen, Cal., Yuma, Ariz. | do | 492.48 | 6,186.24 | | r. p. o. 55 by 8.11 (50 feet authorized), 1 l. to Los Angeles, 243.52 m.; apt. 20 by 8.11 (av.), 1 l. and 1 l. additional between Surrey and Colton, and 1 trip additional between Surrey and Los Angeles. | 12.45 |
| 176015 | Elmira, Rumsey | do | 51.37 | 1,414.25 | | apt. 10 by 8.11, 1½ l. (av.). | 10.40 |
| 176016 | San Francisco, Cazadero. | North Pacific Coast R. R. | 86.80 | 687.17 | | apt. 8.8 by 6, 1 l. | 8.60 |
| 176017 | Los Angeles, Santa Ana. | Southern Pacific Co. | 33.23 | 607.31 | | apt. 12.6 by 8.8, 2 l. | 15.86 |
| 176018 | Visalia, Goshen. | Visalia R. R. | 7.85 | 477.24 |  | ..... | 21 |
| 176019 | Colfax, Nevada City. | Nevada County Narrow Gauge R. R. | 23.20 | 891.12 |  | ..... | 20 |
| 176020 | Los Angeles, Santa Monica. | Southern Pacific Co. | 19.29 | 327.21 |  | ..... | 26 |
| 176021 | Santa Cruz, Pajaro (n. o.) | Southern Pacific Co. | 20.87 | 372.20 |  | ..... | 20 |
| 176022 | Davisville, Tehama. | do | 111.79 | 2,014.26 | | apt. 25 by 8.11, 1 l. | 7.63 |
| 176023 | Galt, Ione. | do | 27.88 | 474.16 |  | ..... | 7 |
| 176024 | West Oakland Station (n. o.), Berkeley. | do | 5.20 | 1,014.16 |  | ..... | 46 |
| 176025 | San Francisco, San Quentin. | North Pacific Coast R. R. | 21.82 | 272.19 |  | ..... | 25 |
| 176026 | San Francisco, Alameda. | Southern Pacific Co. | 11.37 | 624.10 |  | ..... | 37 |
| 176027 | Fulton, Guerneville | San Francisco and North Pacific Rwy. | 15.40 | 125.14 |  | ..... | 14 |
| 176028 | San Francisco, Sacramento. | Southern Pacific Co. | 140.14 | 3,771.23 | | apt. 24 by 8.11, 1 l. | 18.47 |
| 176029 | Niles, San Jose. | do | 18.50 | 1,148.24 |  | ..... | 35 |
| 176030 | Pacific Grove, Castroville. | do | 19.55 | 1,056.32 | | apt. 26.2 by 8.1, 1 l. | 13 |
| 176031 | San Francisco, Santa Cruz. | do | 83.07 | 1,446.21 | | apt. 12 by 8, 1 l. | 15.60 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|-----------------|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 215.46 | 25 | | | 69 653.90 | 8 062.50 | | | | |
| 42.75 | | | | 265.90 | | | | | |
| 77.81 | | | | 4,695.83 | | | | | |
| 64.13 | | | | 832.40 | | | | | |
| 49.59 | | | | 495.90 | | | | | |
| 118.85 | | | | 5,217.51 | | | | | |
| 64.13 | | | | 1,723.81 | | | | | |
| 136.80 | | | | 15,340.75 | | | | | |
| 88.07 | | | | 2,694.94 | | | | | |
| 43.16 | | | | 967.21 | | | | | |
| 146.37 | 40 | | | 72,084.29 | 9,740.80 | | | | All land grant. |
| 102.60 | | | | 5,270.56 | | | | | |
| 71.82 | | | | 6,233.97 | | | | | |
| 68.40 | | | | 2,272.93 | | | | | |
| 62.42 | | | | 489.99 | | | | | |
| 80.37 | | | | 1,864.58 | | | | | |
| 51.30 | | | | 969.57 | | | | | |
| 54.72 | | | | 1,142.00 | | | | | |
| 128.25 | | | | 14,337.06 | | | | | |
| 61.56 | | | | 1,716.29 | | | | | |
| 85.50 | | | | 444.60 | | | | | |
| 47.88 | | | | 1,044.74 | | | | | |
| 69.26 | | | | 787.48 | | | | | |
| 42.75 | | | | 658.35 | | | | | |
| 153.05 | | | | 21,448.42 | | | | | |
| 91.49 | | | | 1,692.56 | | | | | |
| 87.21 | | | | 1,704.95 | | | | | |
| 104.31 | | | | 8,065.03 | | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route. | State and termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|---------------|--|---|------------------|--|-----------------|---|-------------------------|
| | CALIFORNIA—cont'd. | | Miles. | Pounds. | | Feet and inches. | |
| 176032 | Port Costa, Goshen.. | Southern Pacific Co. | 208.60 | 9,155 22 | | r. p. o. 55 by 8.11 1/2 feet authorized, 1 l., 208.47 m.; apt. 24.8 by 8.11, 1 l. | 18 |
| 176033 | East Riverside, Riverside. | Southern California Rwy. | 3.90 | 2,115 22 | | apt. 8.9 by 9.3, 1 l. | 26 |
| 176034 | Gilroy, Tres Pinos... | Southern Pacific Co. | 20.82 | 308 20 | | | 14 |
| 176035 | Peters, Oakdale... | do | 19.10 | 808 17 | | apt. 18 by 8.6, 1 l. | 6 |
| 176036 | Ignacio, S. V. R. R. Junction (n. o.). | San Francisco and North Pacific Rwy. | 7.68 | 216 13 | | | 13 |
| 176037 | National City, Los Angeles Junction (n. o.). | Southern California Rwy. | 49.54 | 2,635 26 | | apt. 17.9 by 9.4, 2 l. | 14 |
| 176038 | Goshen, Alcalde..... | Southern Pacific Co. | 60.84 | 315 19 | | | 7 75 |
| 176039 | Junction (n. o.), Glen Ellen. | San Francisco and North Pacific Rwy. | 18.82 | 135 13 | | | 7 |
| 176040 | San Luis Obispo, Los Olivos. | Pacific Coast Rwy.. | 66.82 | 661 19 | | apt. 12.1 by 7.6, 1 l. | 7 |
| 176041 | San Luis Obispo, Port Harford. | do | 11.43 | 967 19 | | apt. 12.1 by 7.6, 1 l. | 7 |
| 176042 | Mojave, Needles..... | Atlantic and Pacific R. R. | 240.68 | 6,426 23 | | apt. 27.6 by 9.3, 1 l., between Barstow and Needles. | 8.50 |
| 176043 | Lodi, Valley Springs. | Southern Pacific Co. | 26.93 | 495 20 | | | 7 |
| 176044 | Eureka, Hydesville... | Eel River and Eureka R. R. | 28.96 | 1,107 17 | | apt. 15 by 8.4, 2 l. | 13 |
| 176045 | Felton, Boulder Creek. | Southern Pacific Co. | 8.27 | 141 15 | | | 12 |
| 176046 | Yreka, Montague... | Yreka R. R. | 7.89 | 417 22 | | | 7 |
| 176047 | Sweetwater Junction (n. o.), La Presa. | National City and Otay Rwy. | 7.81 | 38 13 | | | 6 |
| 176048 | Colusa, Sites..... | Colusa and Lake R. R. | 21.98 | 147 14 | | | 10.40 |
| 176049 | Campbell, New Almaden. | Southern Pacific Co. | 12.27 | 48 22 | | | 7 |
| 176050 | Vacant. | | | | | | |
| 176051 | Surrey, Santa Barbara. | do | 82 | 1,574 25 | | apt. 17.10 by 8.10, 1 l. | 14 |
| 176052 | Arcata Wharf (n. o.), Korb. | Arcata and Mad River R. R. | 14.13 | 205 12 | | | 13 |
| 176053 | San Bernardino, Los Angeles. | Southern California Rwy. | 61.04 | 7,301 23 | | apt. 19.9 by 8.1, (av.), 2 l. | 37.58 |
| 176054 | Berendo, Raymond... | Southern Pacific Co. | 21.23 | 173 16 | | | 14 |
| 176055 | Riverside, Los Angeles Junction (n. o.). | Southern California Rwy. | 90.42 | 2,568 24 | | apt. 18.9 by 9.3, 1 l., to Orange, 2 l. residue. | 17.03 |
| 176056 | San Bernardino, Montone. | do | 12.85 | 652 23 | | apt. 18.9 by 9.3, 1 l. | 20.50 |
| 176057 | Oceanside, Escondido. | do | 22.78 | 268 19 | | | 6 |
| 176058 | Los Angeles, Redondo Beach. | do | 22.49 | 120 25 | | | 13 |
| 176059 | Porris, San Jacinto... | do | 20.26 | 264 20 | | | 6 |
| 176060 | Napa Junction, Santa Rosa. | Southern Pacific Co. | 37.45 | 480 20 | | | 13 |
| 176061 | San Diego, Tia Juana. | National City and Otay Rwy. | 20.47 | 192 15 | | | 13.90 |
| 176062 | Tia Juana Junction (n. o.), Oneonta. | do | 1.94 | 50 19 | | | 6 |
| 176063 | Los Angeles, Orange.. | Southern California Rwy. | 31.85 | 3,311 24 | | apt. 18 by 9.3, 3 l. | 20 |
| 176064 | Hilldale, New Almaden. | Southern Pacific Co. | 10.30 | 54 21 | | | 7 |
| 176065 | Tracy, Fresno..... | do | 126.32 | 4,718 31 | | apt. 24.8 by 8.11, 1 l. | 10.40 |
| 176066 | Fresno, Porterville. | do | 70.01 | 385 30 | | apt. 12 by 8.9, 1 l. | 6 |
| 176067 | Miraflores (n. o.), Tustin City. | do | 11.43 | 73 23 | | | 6.50 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Remarks. |
|--|---|---|--|--|---|---|--|--------------------------------------|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | |
| 214. 61 | 40. 00 | | | 44,767. 64 | 8,338. 80 | | | Route restat d. |
| 129. 11 | | | | 503. 52 | | | | |
| 40. 36 | | | | 840. 29 | | | | All Land Grant. |
| 68. 40 | | | | 1,306. 44 | | | | |
| 43. 10 | | | | 391. 46 | | | | |
| 136. 80 | | | | 6,777. 07 | | | | |
| 40. 36 | | | | 2,455. 50 | | | | Do. |
| 42. 75 | | | | 804. 55 | | | | |
| 70. 97 | | | | 1,742. 21 | | | | |
| 83. 79 | | | | 957. 71 | | | | |
| 148. 43 | | | | 35,724. 13 | | | | Do. |
| 63. 27 | | | | 1,703. 86 | | | | Weighed 60 days from April 16, 1894. |
| 89. 78 | | | | 2,422. 26 | | | | |
| 42. 75 | | | | 353. 54 | | | | |
| 58. 14 | | | | 458. 72 | | | | |
| 42. 75 | | | | 383. 87 | | | | |
| 42. 75 | | | | 939. 64 | | | | |
| 42. 75 | | | | 524. 54 | | | | |
| 109. 44 | | | | 8,974. 08 | | | | |
| 42. 75 | | | | 604. 05 | | | | |
| 194. 94 | | | | 11,899. 13 | | | | |
| 42. 75 | | | | 907. 58 | | | | |
| 135. 06 | | | | 12,292. 59 | | | | |
| 70. 11 | | | | 900. 91 | | | | |
| 47. 03 | | | | 1,071. 34 | | | | |
| 42. 75 | | | | 961. 44 | | | | |
| 47. 03 | | | | 952. 82 | | | | |
| 62. 42 | | | | 2,337. 62 | | | | |
| 42. 75 | | | | 875. 09 | | | | |
| 42. 75 | | | | 82. 93 | | | | |
| 146. 21 | | | | 4,656. 78 | | | | |
| 42. 75 | | | | 440. 32 | | | | |
| 106. 73 | | | | 21,061. 33 | | | | |
| 55. 58 | | | | 3,891. 15 | | | | |
| 42. 75 | | | | 488. 63 | | | | |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| No. of route | State and termini | Corporate title of company carrying the mail. | Length of route. | Average weight of mails, carried over entire route, per day. | Miles per hour. | Size, etc., of mail car or apartment. | Average trips per week. |
|--------------|---|---|------------------|--|-----------------|---------------------------------------|-------------------------|
| | CALIFORNIA—cont'd. | | Miles. | Pounds. | | Feet and inches | |
| 176068 | Studebaker Station (n.o.), Whittier. | Southern Pacific Co. | 6.90 | 122 30 |  | ..... | 13 |
| 176069 | Willow, Fruto | do | 17.35 | 57 14 |  | ..... | 6 |
| 176070 | Alton, Scotia | Pacific Lumber Co. | 6.76 | 108 15 |  | ..... | 13 |
| 176071 | Santa Rosa, Sebastopol. | San Francisco and North Pacific Rwy. | 6.96 | 46 17 |  | ..... | 13 |
| 176072 | Martinez, San Ramon. | Southern Pacific Co. | 24.40 | 391 14 |  | ..... | 14 |
| 176073 | Bay Junction (n.o.), Eastland. | North Pacific Coast R. R. | 1.76 | 53 14 |  | ..... | 13 |
| 176074 | Barstow, Tamecula Station. | Southern California Rwy. | 132.66 | 5,514 16 | | apt. 23.2 by 9.1 (av.), 1 l. | 13.17 |
| 176075 | Fresno, Pollasky | Southern Pacific Co. | 24.86 | 53 18 |  | ..... | 6 |
| 176076 | Oakdale, Merced | do | 40.64 | 501 17 | | apt. 18 by 8.6, 1 l. | 6 |
| 176077 | Agreement to June 30, 1898. | | | | | | |
| 176078 | Mentone, Highland Junction (n.o.). | Southern California Rwy. | 13.47 | 480 23 | | apt. 18 by 9.3, 1 l. | 9.50 |
| 176079 | Riverside, San Bernardino. | Southern California Motor Road Co. | 12.20 | 216 15 |  | ..... | 28 |
| 176080 | Agreement to Oct. 30, 1896. | | | | | | |
| 176081 | Grafton, Marysville.. | Southern Pacific Co. | 28.41 | 171 25 |  | ..... | 7 |
| 176082 | Los Angeles, Long Beach. | Los Angeles Terminal Rwy. | 21.97 | 196 27 |  | ..... | 14 |
| 176083 | San Diego, Foster.... | San Diego, Cuyamaca and Eastern Rwy. | 26.21 | 305 17 |  | ..... | 12 |
| 176084 | Redlands Junction (n.o.), Craftonville. | Southern Pacific Co. | 7 | 101 22 |  | ..... | 9.25 |
| 176085 | Goffs (n.o.), Manvel. | Nevada Southern Rwy. | 29.44 | 88 13 |  | ..... | 6 |

States and Territories in which the contract term expired June 30, 1894, etc.—Continued.

| Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Weighted thirty days from April 16, 1894, unless otherwise stated. | Remarks. |
|--|---|---|--|--|---|---|--|--|----------------------|
| Dols. | Dols. | Dols. | Dols. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 42.75 | | | | 294.97 | | | | | |
| 42.75 | | | | 741.71 | | | | | |
| 42.75 | | | | 288.99 | | | | | |
| 42.75 | | | | 297.11 | | | | | |
| 55.58 | | | | 1,356.15 | | | | | |
| 42.75 | | | | 75.24 | | | | | |
| 176.13 | | | | 23,365.40 | | | | | |
| 42.75 | | | | 1,062.76 | | | | | |
| 64.13 | | | | 2,606.24 | | | | | |
| 62.42 | | | | 840.79 | | | | | |
| 43.61 | | | | 532.04 | | | | | |
| 42.75 | | | | 1,214.52 | | | | | |
| 42.75 | | | | 939.21 | | | | | |
| 49.59 | | | | 1,299.75 | | | | | |
| 42.75 | | | | 299.25 | | | | | |
| 42.75 | | | | 1,258.56 | | | | | Including extension. |

I.—Statistics of mileage, increase in mileage annual transportation, and cost of the railroad service from 1836 to June 30, 1894.

| Date. | Length of routes. | Annual transportation. | Cost per annum. | Increase in length of routes. | Decrease in length of routes. |
|--------------------|-------------------|------------------------|-----------------|-------------------------------|-------------------------------|
| | Miles. | Miles. | | Miles. | Miles. |
| June 30, 1836..... | | * 1,878,296 | | | |
| June 30, 1837..... | 974 | * 1,793,024 | * \$307,444 | | |
| June 30, 1838..... | | * 2,356,852 | * 494,123 | | |
| June 30, 1839..... | | * 3,896,055 | * 520,602 | | |
| June 30, 1840..... | | * 3,889,053 | * 595,353 | | |
| June 30, 1841..... | | * 3,946,450 | * 585,843 | | |
| June 30, 1842..... | 3,091 | * 4,424,262 | 432,568 | 2,117 | |
| June 30, 1843..... | | * 5,092,403 | * 733,687 | | |
| Nov. 4, 1843..... | 3,714 | (*) | 531,752 | 623 | |
| June 30, 1844..... | | * 5,747,355 | * 802,006 | | |
| June 30, 1845..... | | * 6,454,592 | * 843,430 | | |
| Oct. 31, 1845..... | 4,092 | (*) | 587,769 | | |
| June 30, 1846..... | | * 7,781,828 | * 870,570 | | |
| Nov. 1, 1846..... | 4,402 | | 587,769 | 310 | |
| June 30, 1847..... | | 4,170,403 | 597,475 | | |
| Nov. 1, 1847..... | 4,735 | | 597,923 | 333 | |
| June 30, 1848..... | | 4,327,400 | 584,192 | | |
| Oct. 1, 1848..... | 4,957 | | 587,204 | 222 | |
| June 30, 1849..... | 5,497 | 4,861,177 | 635,740 | 540 | |
| June 30, 1850..... | 6,886 | 6,524,593 | 818,227 | 1,389 | |
| June 30, 1851..... | 8,255 | 8,364,503 | 986,019 | 1,369 | |
| June 30, 1852..... | 10,146 | 11,082,768 | 1,275,520 | 1,891 | |
| June 30, 1853..... | 12,415 | 12,986,705 | 1,601,329 | 2,269 | |
| June 30, 1854..... | 14,440 | 15,433,389 | 1,758,610 | 2,025 | |
| June 30, 1855..... | 18,333 | 19,202,409 | 2,073,089 | 3,893 | |
| June 30, 1856..... | 20,323 | 21,803,296 | 2,310,389 | 1,990 | |
| June 30, 1857..... | 22,530 | 24,267,944 | 2,559,847 | 2,207 | |
| June 30, 1858..... | 24,431 | 25,763,452 | 2,828,301 | 1,901 | |
| June 30, 1859..... | 26,010 | 27,268,384 | 3,243,974 | 1,579 | |
| June 30, 1860..... | 27,129 | 27,653,749 | 3,349,662 | 1,119 | |
| May 31, 1861..... | 16,886 | 15,701,093 | 1,978,910 | | 6,886 |
| June 30, 1861..... | 22,018 | 23,116,823 | 2,543,709 | 1,775 | |
| June 30, 1862..... | 21,338 | 22,777,219 | 2,498,115 | | 680 |
| June 30, 1863..... | 22,152 | 22,871,558 | 2,538,517 | | 814 |
| June 30, 1864..... | 22,616 | 23,301,942 | 2,567,044 | | 464 |
| June 30, 1865..... | 23,401 | 24,087,568 | 2,707,421 | | 785 |
| June 30, 1866..... | 32,092 | 30,609,467 | 3,391,592 | 1,891 | |
| June 30, 1867..... | 34,015 | 32,437,900 | 3,812,600 | 1,923 | |
| June 30, 1868..... | 36,018 | 34,886,178 | 4,177,128 | 2,003 | |
| June 30, 1869..... | 39,537 | 41,399,284 | 4,723,680 | 3,519 | |
| June 30, 1870..... | 43,727 | 47,551,970 | 5,128,901 | 4,190 | |
| June 30, 1871..... | 49,834 | 55,557,048 | 5,724,979 | 6,107 | |
| June 30, 1872..... | 57,911 | 62,401,749 | 6,602,771 | 8,077 | |
| June 30, 1873..... | 63,457 | 65,621,445 | 7,257,196 | 5,546 | |
| June 30, 1874..... | 67,734 | 72,460,545 | 9,113,190 | 4,277 | |
| June 30, 1875..... | 70,083 | 75,154,910 | 9,216,518 | 2,349 | |
| June 30, 1876..... | 72,348 | 77,741,172 | 9,543,134 | 2,265 | |
| June 30, 1877..... | 74,546 | 85,358,710 | \$9,053,936 | 2,198 | |
| June 30, 1878..... | 77,120 | 92,120,395 | 9,566,595 | 2,574 | |
| June 30, 1879..... | 79,191 | 93,092,962 | 9,067,590 | 2,871 | |
| June 30, 1880..... | 85,320 | 96,497,403 | 10,498,986 | 5,329 | |
| June 30, 1881..... | 91,569 | 103,521,229 | 11,613,368 | 6,249 | |
| June 30, 1882..... | 100,563 | 113,995,318 | 12,753,184 | 8,994 | |
| June 30, 1883..... | 110,208 | 129,198,641 | 13,887,600 | 9,645 | |
| June 30, 1884..... | 117,160 | 142,541,362 | 15,012,603 | 6,952 | |
| June 30, 1885..... | 121,032 | 151,910,845 | 16,627,983 | 3,872 | |
| June 30, 1886..... | 123,933 | 165,099,389 | 17,336,512 | 2,901 | |
| June 30, 1887..... | 130,949 | 169,689,866 | 18,056,272 | 7,016 | |
| June 30, 1888..... | 143,713 | 185,485,783 | 19,524,959 | 12,764 | |
| June 30, 1889..... | 150,381 | 204,192,489 | 21,639,613 | 6,668 | |
| June 30, 1890..... | 154,779 | 215,715,680 | 23,395,232 | 4,398 | |
| June 30, 1891..... | 159,518 | 228,719,900 | 25,183,713 | 4,739 | |
| June 30, 1892..... | 162,576 | 239,731,509 | 27,126,529 | 3,058 | |
| June 30, 1893..... | 166,952 | 252,750,574 | 28,910,195 | 4,376 | |
| June 30, 1894..... | 169,768 | 264,717,595 | 30,858,190 | 2,816 | |

* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

K.—Statement of all contracts for mail equipments made or in operation during the fiscal year ending June 30, 1894.

| Articles. | Name of contractor. | Residence. | Term of contract. | Contract price. | | | | | |
|---|---------------------|------------------|---|-----------------|----------------|----------------|----------------|----------------|----------------|
| | | | | Size No 0. | Size No. 1. | Size No. 2. | Size No. 3. | Size No. 4. | Size No. 5. |
| Cotton canvas sacks for second, third, and fourth-class matter. | F. Colt Johnson | New York, N. Y. | Four years from Apr. 1, 1893. | | | \$0.9508 | \$0.7998 | | |
| Jute canvas sacks for second, third, and fourth-class matter. | Peter H. McNulty | Brooklyn, N. Y. | do | | | .4991 | .4189 | | |
| Registered foreign sacks. | John Boyle & Co | New York, N. Y. | do | \$0.87375 | .38375 | .18625 | .13125 | | |
| Leather horse mail bags. | John E. Quinn | Toledo, Ohio. | do | | 4.09 | 4.15 | 3.25 | | |
| Leather mail pouches for first-class matter. | do | do | do | | | 4.59 | 3.25 | \$2.00 | \$1.14 |
| Cotton canvas mail pouches for first-class matter. | Chas. F. Lighthouse | Rochester, N. Y. | do | | | 2.85 | 2.35 | 2.05 | |
| Cotton canvas sacks for foreign mail. | John Boyle & Co | New York, N. Y. | do | | | | | | |
| Inner registered mail sacks. | do | do | do | .89 | .79 | .63 | .21375 | | |
| Mail catcher pouches. | do | do | do | | | .83625 | .67625 | .51625 | |
| Pouches made entirely of cotton canvas. | Chas. F. Lighthouse | Rochester, N. Y. | An agreement by which the Department furnishes the canvas free and the contractor refunds 3 cents per pouch for canvas furnished by Post-Office Department. | | | .70 | .63 | .63 | \$1.75 |

NOTE.—No contracts in operation for furnishing mail locks or keys.

L.—Itemized statement of the number, prices, and cost of all mail bags and mail-catchers, and also the cost of sashes, and cotton canvas, leather and machinery, steel, iron, motor, etc., paid for during the year ending June 30, 1894, out of the appropriation for mail bags, mail-catchers, etc.

| Articles purchased. | Size. | Number. | Price. | Itemized cost. | Aggregate cost. |
|---|---------|---------|--------|----------------|-----------------|
| Mail bags, mail catchers, etc.: | | | | | |
| Leather pouches | No. 2.. | 156 | | | * \$470.00 |
| Do | No. 3.. | 90 | | | |
| Do | No. 4.. | 36 | | | |
| Do | No. 5.. | 100 | | | |
| Do | No. 2.. | 301 | \$2.50 | \$752.50 | |
| Do | No. 3.. | 12 | 2.00 | 24.00 | |
| Do | (1) | 11 | 3.21 | 35.31 | |
| Cotton canvas pouches for first-class matter | No. 3.. | 58 | 2.35 | 136.30 | 811.81 |
| Leather horse mail bags. | No. 1.. | 1,000 | 4.69 | | 136.30 |
| Do | No. 1.. | 9 | | | 4,690.00 |
| Do | No. 2.. | 26 | | | * 130.20 |
| Do | No. 3.. | 5 | | | |
| Mail catcher pouches. | | 8,000 | 1.75 | | 14,000.00 |
| Cotton canvas sacks for second-class matter | No. 1.. | 40,900 | .9998 | | 40,891.82 |
| Jute canvas mail sacks. | No. 1.. | 80,000 | .4991 | 39,928.00 | |
| Do | No. 3.. | 10,000 | .33 | 3,300.00 | |
| Foreign registered canvas sacks | No. 1.. | 3,000 | .39875 | | 43,228.00 |
| Mail bags for waste for use of Railway Mail Service. | | 12,000 | .20 | | 1,181.25 |
| 181,164 yards of cotton canvas for making— | | | | | |
| Horse mail bags. | No. 1.. | 148 | | | |
| Coin sacks | | 4,016 | | | |
| Small cotton sacks | | 6,500 | | | |
| Cotton pouches | | 29,500 | | | 17,503.96 |
| Paid Lighthouse for making 1,900 No. 2 cotton pouches | | | | | 1,330.00 |
| Mail catchers, complete. | | 500 | 3.25 | | 1,625.00 |
| Paid McNulty for changing over 5,000 No. 0 to 5,000 No. 1 foreign | | | | | 125.00 |
| New material used in making 140,485 cord fasteners: | | | | | |
| Steel and iron | | | | | 1,768.07 |
| Iron dogs for cord fasteners. | | | | | 924.05 |
| New machinery: | | | | | |
| One dynamo for lighting shop. | | | | | 542.37 |
| Two pillar presses. | | | | | 571.25 |
| Automatic Worthington feed pump. | | | | | 176.00 |
| Two Singer sewing machines | | | | | 158.10 |
| Double-ended truck | | | | | 60.16 |
| Metropolitan tube injector | | | | | 38.50 |
| One oil cabinet | | | | | 36.00 |
| Monogram blower. | | | | | 29.70 |
| Ventilating fan | | | | | 25.00 |
| Eight-day clock, 12-inch dial | | | | | 29.25 |
| Mail bag and mail catcher repairs: | | | | | |
| Paid for labor | | | | | 116,256.25 |
| Repairs paid for by postmasters and allowed by this office | | | | | 235.60 |
| Cord, thread, and twine. | | | | | 4,106.75 |
| Beeswax | | | | | 210.26 |
| Leather for patching straps, etc. | | | | | 483.55 |
| Rivets and burrs | | | | | 1,261.49 |
| Galvanized iron rings, round and D. | | | | | 205.10 |
| Belting, shafting, and couplings | | | | | 688.06 |
| Electric power | | | | | 493.50 |
| Traveling expenses and inspection for the shop. | | | | | 233.66 |
| Miscellaneous expenses for tools and stock used in the repairs mail bags. | | | | | 2,941.16 |
| Total amount expended | | | | | 259,996.57 |
| Unexpended balance of appropriation | | | | | 3.43 |
| Appropriation | | | | | 260,000.00 |

* For the lot.

† Samples.

RECAPITULATION.

| | |
|---|--------------|
| Total number of bags purchased, 155,704, at a cost of | \$107,939.38 |
| Canvas purchased for 40,164 bags | 17,503.96 |
| Paid for making and altering 6,900 bags | 1,455.00 |
| Material for 140,485 cord fasteners | 2,692.12 |
| Mail catchers (500) | 1,625.00 |
| New machinery | 1,968.33 |
| Labor and material for repairs | 127,114.78 |
| Total | 259,996.57 |

M.—Statement of all expenses incurred in keeping the service supplied with mail locks, keys, and chains by the mail-lock repair shop during the fiscal year ending June 30, 1894.

| Articles. | Itemized cost. | Aggregate cost. |
|---|----------------|-----------------|
| Labor | | \$23,371.45 |
| Stock, tools, and implements: | | |
| Brass (15,860 pounds) | \$2,018.24 | |
| Brass lock-bolt castings (12,002 pounds) | 2,160.54 | |
| Brass rods (2,100 feet) | 99.92 | |
| Iron shackles for locks (24,159 pounds) | 1,068.28 | |
| Steel (5,148 pounds) | 531.78 | |
| Wire—brass, steel, and phosphor-bronze (3,076 pounds) | 881.89 | |
| Box, drill, and shackle pins (3,600 pounds) | 784.00 | |
| Nuts, screws, and washers | 68.43 | |
| Files and drills (154 dozen) | 201.42 | |
| Phosphor-bronze key chains (2,000) | 221.00 | |
| Waste (1,036 pounds) | 83.60 | |
| Emery (2 kegs) | 37.20 | |
| Case of dies and taps | 35.33 | |
| | | 8,191.83 |
| Machines: | | |
| Tool-makers' lathe | 630.00 | |
| No. 2 hand milling machine and countershaft, etc. | 290.40 | |
| Foot-lever drill | 73.50 | |
| Tumbling barrel, 2 feet 9 inches by 20 inches | 42.00 | |
| Ventilating fan | 62.50 | |
| Pulleys, hangers, collars, shafting, sockets, gears, balls, coupling, etc. | 617.29 | |
| | | 1,685.69 |
| Miscellaneous expenses for tools, stock, implements, etc. | | 787.56 |
| For excavating and concrete foundation and brick work for boiler and engine | | 900.82 |
| Total | | 34,937.35 |
| Unexpended balance of appropriation | | 62.65 |
| Appropriation | | 35,000.00 |

N.—Statement of expenditures made out of the special appropriation of \$8,500 for rent of mail-bag and mail-lock repair-shop building, repair of machinery, and for oil, gas, and coal, and for wages of watchmen and charwoman, for the fiscal year ended June 30, 1894.

| Items. | Cost. |
|---|------------|
| Rent of building for mail-bag and mail-lock repair shop | \$5,000.00 |
| Rent of room for blacksmith shop | 60.00 |
| Wages paid watchmen and charwoman | 1,743.92 |
| Repair of machinery | 115.34 |
| Coal (251 tons) | 1,116.51 |
| Charcoal | 25.40 |
| Oil (369 gallons) | 176.16 |
| Gas | 255.00 |
| Total | 8,492.33 |
| Unexpended balance | 7.67 |
| Appropriation | 8,500.00 |

O.—*Itemized statement of the number and kinds of bags repaired and made at the Washington, D. C., mail-bag repair shop during the fiscal year ending June 30, 1894.*

| Articles. | Size. | Number. | Total. |
|--|---------|-------------|-------------|
| REPAIRED. | | | |
| Leather pouches | No. 2.. | 51, 704 | 140, 973 |
| Do | No. 3.. | 44, 467 | |
| Do | No. 4.. | 31, 389 | |
| Do | No. 5.. | 13, 413 | |
| Through register pouches..... | No. 1.. | 1, 216 | 3, 638 |
| Do | No. 2.. | 1, 902 | |
| Do | No. 3.. | 520 | |
| Catcher pouches..... | | | 45, 934 |
| Leather horse mail bags..... | No. 1.. | 536 | 1, 272 |
| Do | No. 2.. | 479 | |
| Do | No. 3.. | 257 | |
| Jute canvas mail sacks..... | No. 1.. | 1, 042, 343 | 1, 135, 491 |
| Do | No. 2.. | 88, 462 | |
| Do | No. 3.. | 6, 686 | |
| United States foreign register sacks | No. 0.. | 94 | 470 |
| Do | No. 1.. | 295 | |
| Do | No. 2.. | 61 | |
| Do | No. 3.. | 20 | |
| United States foreign canvas sacks | No. 0.. | 359 | 8, 504 |
| Do | No. 1.. | 3, 484 | |
| Do | No. 2.. | 1, 602 | |
| Do | No. 3.. | 3, 059 | |
| Inner register sacks | No. 2.. | 1, 670 | 2, 411 |
| Do | No. 3.. | 559 | |
| Do | No. 4.. | 182 | |
| "Boyle" catcher pouches (without straps) | | | 277 |
| Total number of bags repaired..... | | | 1, 338, 970 |
| MADE. | | | |
| Leather pouches | No. 2.. | 378 | 379 |
| Canvas pouches..... | No. 2.. | 1 | |
| Horse mail bags (canvas) | | | 148 |
| Inner register sacks..... | No. 2.. | | 295 |
| Coin sacks | | | 4, 016 |
| Special delivery satchels | | | 32 |
| Special canvas sacks..... | No. 3.. | | 26 |
| Special canvas pouches | | | 12 |
| Total number of bags made..... | | | 4, 908 |

P.—Itemized account of the quantity of work done by the mail-lock repair shop, and contrast of the cost of same with the cost under last contracts, during the fiscal year 1893-'94.

| Articles. | Number. | Last contract price. | Cost at last contract price. |
|---|---------------|----------------------|------------------------------|
| Eagle locks repaired | 9,499 | \$0.33 | \$3,134.67 |
| New Eagle locks made | 119,390 | .45 | 53,725.50 |
| Street letter-box padlocks repaired | 8,263 | .30 | 2,478.99 |
| Street letter-box padlocks made | 224 | .50 | 112.00 |
| Street letter-box inside locks repaired (estimated cost) | 1,024 | .49 | 499.00 |
| Through registered locks repaired | 6,588 | .25 | 1,647.00 |
| Special padlocks made (estimated cost) | 19 | .50 | 9.50 |
| Street letter-box padlock keys made | 1,650 | .09 | 148.56 |
| Street letter-box inside-lock keys made | 300 | .15 | 45.00 |
| Lock keys made from blanks bought (estimated cost): | | | |
| Eagle | 957 | .08 | 76.56 |
| Iron | 3,000 | .08 | 240.00 |
| Iron label cases: | | | |
| Made | 13,904 | .0435 | 604.82 |
| Repaired (estimated cost) | 2,680 | .022 | 58.96 |
| Steel pouch-label cases made (estimated cost) | 11,057 | .05 | 552.85 |
| Cord fasteners: | | | |
| Made | 140,573 | .05749 | 8,061.54 |
| Repaired (estimated cost) | 17,250 | .0386 | 665.85 |
| New style clips made: | | | |
| Long (estimated cost) | 12,885 | .02 | 257.70 |
| Short (estimated cost) | 12,536 | .0175 | 219.38 |
| Old style clips made | 11,134 | .01 | 113.41 |
| Burrs made | 2,300 pounds. | .075 | 172.50 |
| Double burrs made | do. 1584 | .075 | 11.89 |
| Rivets made | do. 1,140 | .055 | 62.70 |
| Lock staples made | do. 70 | .08 | 5.60 |
| Total cost under old contract system | | | 72,834.43 |
| Cost of doing the above work in the lock repair shop: | | | |
| Lock and key appropriation— | | | |
| Labor | | 23,371.45 | |
| Material (stock, etc., bought) | | 7,970.83 | |
| Machines (including pulleys, shafting, etc.) | | 1,685.69 | |
| Foundation for boiler and engine | | 900.82 | |
| Miscellaneous expenses | | 787.56 | |
| Mail bag appropriation: | | | |
| Steel and dogs, etc., for cord fasteners, burrs, etc. | | 2,692.12 | |
| Labor on steel and dogs, etc., for cord fasteners, burrs, etc. | | 7,672.55 | |
| Value of material on hand July 1, 1893* | | 6,308.52 | |
| Total | | 51,389.54 | |
| Value of material on hand July 1, 1894 (to be deducted) | | 11,620.76 | |
| Total cost of work by lock repair shop | | | 39,768.78 |
| Leaving a saving to the Government under new system amounting to | | | 33,065.65 |
| Besides additional machinery bought (including foundation for boiler and engine) and which is still on hand valued at | | | 2,586.51 |
| Total saving under new lock repair shop system | | | 35,652.16 |

* Four thousand dollars of this amount is the estimated value of stock on hand July 1, 1893, which was bought prior to July 1, 1892, and the remainder is the stock bought, but not used, during the fiscal year ending June 30, 1893.

Q.—Table showing for each of the past eighteen years (in round numbers) the (1) number of post-offices; (2) appropriations for mail bags; (3) amount expended (including repairs) for mail bags; (4) cost of repairs of mail bags; (5) number of all kinds of bags bought; (6) number of postal clerks; (7) number of packages of letters handled by railway postal clerks; (8) number of letters handled by railway postal clerks; (9) registered packages, pouches, and cases handled by railway postal clerks; (10) number of pieces of mail matter handled by railway postal clerks; (11) number of mail routes; (12) total length of mail routes; (13) number of miles of transportation of mail.

| Fiscal year. | Number post-offices first of fiscal year. | Appropriation for mail bags etc. | Amount expended (including repairs). | Cost of repairs of bags. | Total number bags bought. | Number postal clerks. | Total number of letters handled by railway postal clerks. | Number letters handled by railway postal clerks. | Registered packages, pouches, and cases handled by railway clerks. | Total number of pieces of mail matter handled by railway postal clerks. | Total number of mail routes. | Total length of mail routes. | Total number of miles of transportation of mail. |
|--------------|---|----------------------------------|--------------------------------------|--------------------------|---------------------------|-----------------------|---|--|--|---|------------------------------|------------------------------|--|
| 1877 | 36,823 | \$175,000 | \$165,641 | \$27,359 | 93,700 | 2,500 | ..... | 1,900,000 | 1,074,000 | 865,000,000 | 9,224 | 297,520 | 147,353,000 |
| 1878 | 37,345 | 200,000 | 140,275 | 34,469 | 78,798 | 2,608 | 28,005,000 | 4,072,000 | 9,250,000 | 2,215,000,000 | 9,917 | 301,996 | 157,185,000 |
| 1879 | 39,258 | 185,000 | 170,276 | 37,613 | 104,021 | 2,609 | 83,390,000 | 4,898,000 | 10,396,000 | 2,649,000,000 | 10,338 | 316,711 | 167,432,000 |
| 1880 | 40,878 | 185,000 | 146,601 | 42,191 | 63,814 | 2,946 | 41,982,000 | 6,998,000 | 11,703,000 | 2,658,000,000 | 11,112 | 343,688 | 178,237,000 |
| 1881 | 43,012 | 185,000 | 183,929 | 49,918 | 100,308 | 3,177 | 45,100,000 | 8,995,000 | 12,020,000 | 2,883,000,000 | 11,592 | 344,006 | 189,125,000 |
| 1882 | 44,512 | 200,000 | 198,380 | 51,156 | 102,500 | 3,570 | 53,680,000 | 8,973,000 | 14,804,000 | 3,443,000,000 | 12,295 | 343,618 | 194,902,000 |
| 1883 | 46,231 | 200,000 | 199,489 | 45,212 | 120,000 | 3,955 | 62,139,000 | 9,973,000 | 16,235,000 | 3,892,000,000 | 12,945 | 353,166 | 211,260,000 |
| 1884 | 47,863 | 200,000 | 217,958 | 46,129 | 120,800 | 3,963 | 68,886,000 | 11,494,000 | 17,036,000 | 4,520,000,000 | 13,419 | 359,820 | 227,533,000 |
| 1885 | 50,017 | 250,000 | 246,095 | 46,168 | 175,690 | 4,397 | 76,449,000 | 12,478,000 | 16,614,000 | 4,846,000,000 | 14,298 | 366,251 | 236,478,000 |
| 1886 | 51,252 | 275,000 | 266,138 | 46,483 | 201,602 | 4,573 | 82,867,000 | 13,305,000 | 16,223,000 | 5,350,000,000 | 14,799 | 397,226 | 256,785,000 |
| 1887 | 53,614 | 280,000 | 235,392 | 50,133 | 185,500 | 4,851 | 86,237,000 | 14,865,000 | 16,844,000 | 6,593,000,000 | 23,762 | 392,874 | 270,172,000 |
| 1888 | 55,167 | 275,000 | 247,030 | 54,067 | 186,500 | 5,094 | 96,273,000 | 17,319,000 | 16,804,000 | 6,528,000,000 | 24,869 | 416,159 | 287,251,000 |
| 1889 | 57,376 | 285,000 | 180,901 | 97,316 | 119,735 | 5,448 | 102,714,000 | 19,454,000 | 17,001,000 | 7,027,000,000 | 25,961 | 427,991 | 310,902,000 |
| 1890 | 58,969 | 225,000 | 222,857 | 84,915 | 156,531 | 5,832 | 111,514,000 | 21,932,000 | 17,715,000 | 7,644,000,000 | 27,105 | 439,027 | 327,406,000 |
| 1891 | 62,401 | 275,000 | 274,733 | 96,504 | 183,440 | 6,092 | 120,152,301 | 24,935,187 | 17,862,473 | 8,564,000,000 | 28,232 | 459,027 | 346,266,445 |
| 1892 | 67,113 | 260,000 | 236,928 | 100,898 | 183,440 | 6,417 | 127,895,966 | 29,002,668 | 18,178,685 | 9,245,994,776 | 29,842 | 447,991 | 363,067,665 |
| 1893 | 68,403 | 260,000 | 256,765 | 107,952 | 204,866 | 6,645 | 133,291,928 | 30,602,668 | 18,256,256 | 9,772,076,810 | 30,831 | 453,683 | 381,496,066 |
| 1894 | 69,905 | 260,000 | 259,997 | 128,781 | 195,868 | 6,856 | 136,168,256 | 30,842,957 | 15,263,586 | 10,033,973,790 | 31,597 | 454,746 | 396,890,896 |

Special attention is called to the large increase in the quantity of mail handled and in the number of men to handle it. In the number of routes, and the distance mail was carried from 1877 to 1894, inclusive, during the first half of which time there was a corresponding increase in the number of bags bought and the amount expended for them, but during the last few years the appropriations allowed for mail bags have been less than those allowed six or eight years ago, when the demand for mail bags and locks was not more than half what it is at present, and when, in comparison with the present time, only about a third as many leather pouches and half as many canvas sacks were in use.

R.—Statement of the number, condition, and kinds of mail bags received by and handled and shipped from the Washington, D. C., mail-bag storehouse during the fiscal year ending June 30, 1894.

| | Pouches for first-class matter. | | | | | Through register pouches. | | | Catcher pouches. |
|---|---------------------------------|----------|----------|----------|---------|---------------------------|--------|--------|------------------|
| | No. 1. | No. 2. | No. 3. | No. 4. | No. 5. | No. 1. | No. 2. | No. 3. | |
| Received from post-offices and contractors in good condition | | 22, 921 | 19, 201 | 7, 934 | 7, 707 | 786 | 290 | 93 | 9, 184 |
| Received from post-offices in bad condition and sent to repair shop | 93 | 51, 656 | 46, 288 | 31, 286 | 13, 445 | 1, 135 | 1, 235 | 345 | 45, 452 |
| Received from repair shop (repaired bags) | | 51, 704 | 44, 467 | 31, 389 | 13, 413 | 1, 216 | 1, 902 | 520 | 45, 934 |
| Total | 93 | 126, 281 | 109, 956 | 70, 609 | 34, 565 | 3, 117 | 3, 427 | 958 | 100, 520 |
| Shipped from storehouse .. | | 69, 096 | 63, 138 | 38, 284 | 21, 265 | 1, 460 | 1, 736 | 393 | 51, 571 |
| Total number of each size of bags handled by storehouse | 98 | 195, 377 | 173, 094 | 108, 893 | 55, 830 | 4, 577 | 5, 163 | 1, 351 | 152, 091 |

| | Horse mail bags. | | | Sacks for second, third, and fourth class matter. | | | United States foreign register sacks. | | | |
|---|------------------|--------|--------|---|----------|---------|---------------------------------------|--------|--------|--------|
| | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | No. 0. | No. 1. | No. 2. | No. 3. |
| Received from post-offices and contractors in good condition | 1, 081 | 123 | 181 | 784, 761 | 159, 466 | 37, 819 | 2, 115 | 3, 797 | 2, 029 | 1, 542 |
| Received from post-offices in bad condition and sent to repair shop | 1, 168 | 724 | 345 | 1, 094, 038 | 86, 697 | 8, 077 | 44 | 174 | 102 | 30 |
| Received from repair shop (repaired bags) | 536 | 479 | 257 | 1, 042, 343 | 86, 462 | 6, 686 | 94 | 295 | 61 | 20 |
| Total | 2, 785 | 1, 326 | 783 | 2, 921, 142 | 332, 625 | 52, 582 | 2, 253 | 4, 266 | 2, 192 | 1, 592 |
| Shipped from storehouse .. | 1, 520 | 774 | 788 | 1, 829, 742 | 259, 934 | 38, 485 | 70 | 1, 598 | 89 | 55 |
| Total number of each size of bags handled by storehouse | 4, 305 | 2, 100 | 1, 571 | 4, 750, 884 | 592, 559 | 91, 067 | 2, 323 | 5, 864 | 2, 281 | 1, 647 |

| | United States foreign canvas sacks. | | | | Inner register sacks. | | | | Boyle canvas pouches. | Coin sacks. | Mail catchers. | |
|---|-------------------------------------|---------|--------|---------|-----------------------|--------|--------|--------|-----------------------|-------------|----------------|------------|
| | No. 0. | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | No. 4. | | | Smith's. | Old style. |
| Received from post-offices and contractors in good condition | 140 | 521 | 711 | 3, 335 | 80 | 914 | 48 | 142 | 3, 775 | 4, 016 | 40 | 704 |
| Received from post-offices in bad condition and sent to repair shop | 144 | 3, 197 | 862 | 2, 334 | 362 | 1, 507 | 491 | 124 | 283 | ..... | 166 | 453 |
| Received from repair shop (repaired bags) | 359 | 3, 484 | 1, 802 | 3, 059 | ..... | 1, 670 | 559 | 182 | 277 | ..... | 107 | 422 |
| Total | 643 | 7, 202 | 3, 175 | 8, 728 | 442 | 4, 091 | 1, 098 | 448 | 4, 335 | 4, 016 | 313 | 1, 579 |
| Shipped from storehouse .. | 950 | 4, 905 | 2, 050 | 5, 541 | 80 | 1, 604 | 808 | 101 | 4, 006 | 1, 827 | 46 | 858 |
| Total number of each size of bags handled by storehouse | 1, 593 | 12, 107 | 5, 225 | 14, 269 | 522 | 5, 695 | 1, 406 | 549 | 8, 341 | 5, 843 | 359 | 2, 437 |

Grand total handled by storehouse, 6,204,793, which number does not include the 4,908 new bags made. These new bags made consisted of 378 No. 2 leather pouches, 148 canvas horse mail bags, 295 No. 2 domestic inner register sacks, 4,016 coin sacks, 32 special-delivery satchels, 1 No. 2 canvas pouch, 26 canvas sacks, and 12 special canvas pouches.

B.—Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) what per cent of the mail bags received were repaired and what per cent were condemned, at the mail-bag repair shop during each of the last five fiscal years.

| Fiscal year ending— | Carrier satchels. | Leather pouches. | | | | | Through register pouches. | | |
|---------------------|-------------------|------------------|--------|--------|--------|--------|---------------------------|--------|--------|
| | | No. 1. | No. 2. | No. 3. | No. 4. | No. 5. | No. 1. | No. 2. | No. 3. |
| June 30, 1890: | | | | | | | | | |
| Repaired | | 322 | 24,382 | 23,829 | 17,290 | 5,843 | 1,575 | 1,162 | 421 |
| Condemned | | 16 | 96 | 221 | 216 | 210 | 165 | 172 | 115 |
| June 30, 1891: | | | | | | | | | |
| Repaired | | 233 | 28,120 | 24,664 | 18,362 | 6,672 | 1,030 | 509 | 146 |
| Condemned | | 3 | 53 | 97 | 92 | 67 | 166 | 139 | 30 |
| June 30, 1892: | | | | | | | | | |
| Repaired | 644 | 50 | 29,303 | 27,657 | 20,155 | 7,465 | 1,074 | 1,115 | 347 |
| Condemned | | 3 | 68 | 72 | 63 | 28 | 97 | 141 | 63 |
| June 30, 1893: | | | | | | | | | |
| Repaired | | 5 | 36,642 | 32,603 | 23,057 | 9,132 | 928 | 635 | 13 |
| Condemned | | 705 | 126 | 116 | 109 | 27 | | | |
| June 30, 1894: | | | | | | | | | |
| Repaired | | | 51,704 | 44,467 | 31,389 | 13,413 | 1,216 | 1,902 | 520 |
| Condemned | | 25 | 565 | 525 | 405 | 238 | | 1 | 15 |

| Fiscal year ending— | Catcher pouches. | Horse mail bags. | | | Jute canvas sacks. | | | United States foreign register sacks. | | | |
|---------------------|------------------|------------------|--------|--------|--------------------|--------|--------|---------------------------------------|--------|--------|--------|
| | | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | No. 0. | No. 1. | No. 2. | No. 3. |
| June 30, 1890: | | | | | | | | | | | |
| Repaired | 16,026 | 870 | 718 | 334 | 651,587 | 49,375 | 12,721 | | | | 500 |
| Condemned | 2,509 | 535 | 293 | 93 | 42,540 | 1,882 | | | | | |
| June 30, 1891: | | | | | | | | | | | |
| Repaired | 19,059 | 684 | 505 | 242 | 1,071,220 | 42,800 | 4,483 | | | | |
| Condemned | 2,719 | 490 | 326 | 115 | 32,028 | 599 | 28 | | | | |
| June 30, 1892: | | | | | | | | | | | |
| Repaired | 28,364 | 479 | 356 | 1,409 | 1,062,898 | 56,977 | 6,752 | 34 | 255 | 114 | 28 |
| Condemned | 1,443 | 517 | 219 | 50 | 140,463 | 283 | 175 | 10 | 65 | 35 | 32 |
| June 30, 1893: | | | | | | | | | | | |
| Repaired | 38,221 | 363 | 267 | 315 | 1,015,854 | 70,987 | 10,972 | | | 52 | |
| Condemned | 332 | 351 | 289 | 110 | 55,938 | 618 | 71 | | | 17 | |
| June 30, 1894: | | | | | | | | | | | |
| Repaired | 45,934 | 536 | 479 | 257 | 1,042,343 | 86,462 | 6,686 | 94 | 295 | 61 | 20 |
| Condemned | 36 | 759 | 527 | 183 | 73,814 | 785 | 571 | 1 | 8 | 20 | 23 |

| Fiscal year ending— | United States foreign canvas sacks. | | | | Domestic inner register sacks. | | | | Total number of mail bags repaired and condemned each year. | Percentage of mail bags repaired and condemned each year. |
|--|-------------------------------------|--------|--------|--------|--------------------------------|--------|--------|--------|---|---|
| | No. 0. | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | No. 4. | | |
| June 30, 1890: | | | | | | | | | | |
| Repaired | 129 | 2,152 | 1,121 | | 151 | 842 | 81 | 25 | 810,956 | 94.27 |
| Condemned | | 89 | 56 | 6 | 28 | 27 | 9 | 2 | 49,280 | 5.73 |
| June 30, 1891: | | | | | | | | | | |
| Repaired | | 2,702 | 216 | 279 | 850 | 1,412 | 1,113 | | 1,227,550 | 96.91 |
| Condemned | 455 | 981 | 297 | 142 | 6 | 21 | 134 | 63 | 39,051 | 3.03 |
| June 30, 1892: | | | | | | | | | | |
| Repaired | 636 | 2,489 | 308 | 407 | 352 | 877 | 216 | 64 | 1,249,825 | 89.63 |
| Condemned | 39 | 546 | 76 | 10 | 157 | 7 | 1 | | 144,663 | 10.37 |
| June 30, 1893: | | | | | | | | | | |
| Repaired | 30 | 119 | 23 | 2,911 | 5 | 949 | | | 1,244,083 | 93.41 |
| Condemned | 18 | 195 | 47 | 60 | 700 | 7 | | | 59,842 | 4.59 |
| June 30, 1894: | | | | | | | | | | |
| Repaired | 359 | 3,484 | 1,602 | 3,059 | | 1,670 | 559 | 182 | | |
| Condemned | 41 | 291 | 54 | 195 | 23 | 819 | 54 | 20 | | |
| Repaired 277 Boyle pouches | | | | | | | | | 1,338,970 | 94.38 |
| Condemned 220 carrier satchels and miscellaneous sacks | | | | | | | | | 79,718 | 5.62 |

* Condemned and made over into No. 2 pouches.

† One hundred and sixty of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

‡ Ninety-five of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

§ Condemned and made over into No. 2 sacks.

T.—Table showing the number of each size of various kinds of mail bags used by the post-office at New York, N. Y., during each month of the fiscal year ending June 30, 1894, and the sum total for that year.

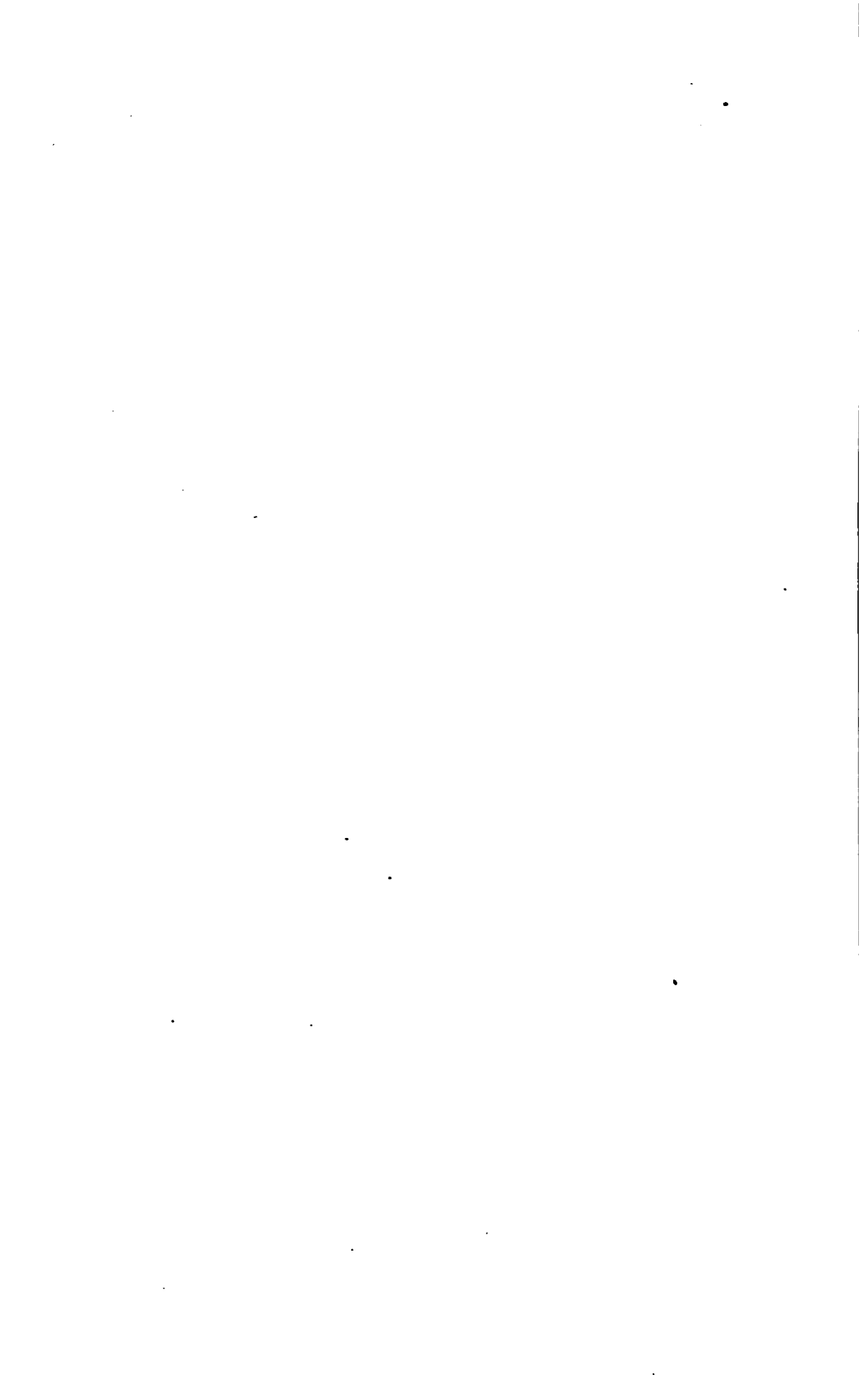
| Months. | Pouches for first-class matter. | | | | Sacks for second, third, and fourth class matter. | | | Catcher pouches. |
|----------------------|---------------------------------|---------|---------|---------|---|----------|--------|------------------|
| | No. 2. | No. 3. | No. 4. | No. 5. | No. 1. | No. 2. | No. 3. | |
| July, 1893..... | 18,525 | 19,566 | 28,860 | 9,554 | 305,104 | 40,075 | 1,397 | 2,599 |
| August, 1893..... | 17,741 | 22,177 | 31,707 | 14,414 | 343,709 | 44,202 | 1,234 | 3,667 |
| September, 1893..... | 17,178 | 20,189 | 29,832 | 14,163 | 330,137 | 39,551 | 1,348 | 3,803 |
| October, 1893..... | 23,230 | 26,367 | 33,453 | 17,233 | 349,632 | 50,078 | 1,170 | 4,206 |
| November, 1893..... | 20,779 | 24,032 | 32,532 | 18,295 | 315,917 | 39,025 | 1,635 | 5,474 |
| December, 1893..... | 22,490 | 25,096 | 34,825 | 19,888 | 370,879 | 46,330 | 879 | 2,949 |
| January, 1894..... | 22,652 | 26,052 | 35,236 | 19,669 | 363,802 | 47,260 | 1,437 | 3,207 |
| February, 1894..... | 20,044 | 24,161 | 31,133 | 18,074 | 314,842 | 42,796 | 1,955 | 2,644 |
| March, 1894..... | 23,154 | 27,660 | 35,713 | 20,607 | 356,363 | 50,281 | 1,667 | 3,455 |
| April, 1894..... | 21,728 | 25,854 | 33,411 | 20,091 | 356,944 | 46,586 | 1,580 | 2,968 |
| May, 1894..... | 22,634 | 26,493 | 35,413 | 20,484 | 359,906 | 47,561 | 1,349 | 3,125 |
| June, 1894..... | 21,505 | 26,998 | 35,705 | 20,428 | 376,575 | 47,022 | 1,502 | 2,954 |
| Total..... | 249,666 | 295,547 | 397,870 | 212,840 | 4,173,310 | 540,777* | 17,343 | 41,054 |
| Grand total.. | 1,155,923 | | | | 4,731,430 | | | 41,054 |

| Months. | Foreign canvas sacks. | | | | Foreign registered sacks. | | | | Mail locks. | |
|----------------------|-----------------------|--------|--------|--------|---------------------------|--------|--------|--------|-------------------|-----------------|
| | No. 0. | No. 1. | No. 2. | No. 3. | No. 0. | No. 1. | No. 2. | No. 3. | Through register. | Iron and eagle. |
| July, 1893..... | 200 | 6,920 | 845 | 1,575 | 117 | 1,038 | 390 | 40 | 4,632 | 71,283 |
| August, 1893..... | 150 | 6,400 | 895 | 1,900 | 610 | 1,030 | 375 | 28 | 4,749 | 78,507 |
| September, 1893..... | 190 | 7,220 | 775 | 1,550 | 607 | 495 | 2,328 | 1,530 | 4,389 | 74,137 |
| October, 1893..... | 125 | 8,200 | 1,250 | 2,575 | 114 | 467 | 385 | 42 | 4,760 | 86,385 |
| November, 1893..... | 250 | 7,150 | 2,750 | 2,400 | 110 | 520 | 360 | 30 | 4,620 | 81,371 |
| December, 1893..... | 200 | 10,360 | 890 | 2,800 | 105 | 892 | 320 | 41 | 5,321 | 92,005 |
| January, 1894..... | 5,200 | 7,940 | 725 | 3,015 | 169 | 501 | 576 | 35 | 5,813 | 100,090 |
| February, 1894..... | 950 | 7,210 | 690 | 2,425 | 212 | 430 | 435 | 41 | 5,206 | 83,318 |
| March, 1894..... | 300 | 8,225 | 935 | 2,710 | 188 | 400 | 396 | 43 | 5,229 | 94,158 |
| April, 1894..... | 995 | 9,055 | 1,025 | 2,105 | 114 | 1,683 | 381 | 56 | 4,914 | 98,711 |
| May, 1894..... | 305 | 7,915 | 985 | 2,500 | 191 | 509 | 376 | 57 | 4,821 | 105,383 |
| June, 1894..... | 585 | 9,025 | 1,125 | 6,450 | 122 | 2,545 | 315 | 103 | 5,210 | 98,339 |
| Total..... | 9,360 | 95,620 | 12,890 | 32,005 | 2,609 | 10,510 | 6,627 | 2,046 | 59,664 | 1,068,687 |
| Grand total.. | 149,875 | | | | 21,792 | | | | 1,126,351 | |

U.—Statement showing the amount of current business disposed of during the fiscal year ending June 30, 1894, in the mail equipment division of the office of the Second Assistant Postmaster-General.

| Items. | Number. |
|--|---------|
| Accounts examined..... | 3,143 |
| Circular letters sent out..... | 20,855 |
| Daybook entries..... | 88,346 |
| Letters, receipts, and inventories received and examined, briefed or checked, and filed..... | 69,394 |
| Letters written and copied in letter book..... | 6,242 |
| Orders copied in Postmaster-General's Journal..... | 634 |
| Keys (sent out in registered letters)..... | 12,493 |
| Keys examined and tested..... | 10,857 |
| Key chains examined and tested..... | 2,000 |
| Mail locks examined and tested..... | 253,946 |
| Mail locks sent out..... | 209,538 |
| Cord fasteners examined and tested..... | 167,379 |
| Cord fasteners sent out..... | 152,150 |
| Mail-bag label cases examined and tested..... | 25,624 |
| Mail-bag label cases sent out..... | 19,200 |
| Packages received..... | 14,749 |
| Packages sent out..... | 13,808 |
| Pouches of equipment received from lock shop and post-offices..... | 4,339 |
| Pouches of equipment sent out..... | 2,259 |

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE
FOR THE
FISCAL YEAR ENDED JUNE 30, 1894.



REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE OF THE GENERAL SUPERINTENDENT
RAILWAY MAIL SERVICE,
Washington, D. C., October 25, 1894.

SIR: I have the honor to submit herewith statements, tables, and exhibits showing in detail the work performed by and the condition of this service during the fiscal year ended June 30, 1894.

EXTENT OF THE SERVICE.

At the close of the fiscal year ended June 30, 1894, the mails were being carried on 169,768.81 miles of railroad in the United States. Postal clerks were employed in the distribution of the mails on 149,401.45 miles, service on the residue, namely, 20,367.36 miles, having been performed by means of closed pouches carried by lines upon which postal clerks had not been assigned to duty.

EQUIPMENT OF RAILWAY POST-OFFICE LINES.

The rolling stock of railway post-office lines consisted of 550 whole cars in use and 175 in reserve, 1,911 apartment cars in use and 526 in reserve, making a total of 3,162 cars under the control of the Department.

EXTENT OF THE RAILWAY MAIL SERVICE AND FORCE EMPLOYED.

On the 30th of June, 1894, there were 1,136 railway post-office lines in operation. These lines covered 149,401.45 miles of railroad, upon which 6,256 postal clerks were employed in the distribution of mails. In addition thereto, there were 34 steamboat lines, upon which 42 regular and 2 acting clerks were employed, making a total of 6,300 clerks performing duty.

Those at work on railroad lines traveled, in crews, 155,932,943 miles; those employed on steamboat lines, 1,559,433; these together received, handled, and distributed 10,033,973,790 pieces of mail matter in transit, exclusive of 483,667,275 pieces which were redistributed and prepared for immediate city delivery. They also received, receipted for, recorded, and properly dispatched 15,253,586 registered packages and cases and 1,333,457 through registered pouches and inner registered sacks.

To the 166,952.37 miles of railroad service in operation July 1, 1893, 2,816.44 of new service were added during the fiscal year covered by this report, being an increase of 1.66 per cent.

The lines upon which clerks were employed increased 2,735.21 miles, or 1.83 per cent.

The mileage of closed-pouch lines increased from 20,286.13 on June 30, 1893, to 20,367.36 on June 30, 1894, being an increase of 81.23 miles, or 0.40 per cent. The annual mileage of this class of service on June 30, 1893, was 23,403,901, and on the corresponding date 1894, 23,337,996, a decrease of 65,905 miles, or 0.28 per cent. The number of pouches of closed mails exchanged daily increased from 23,880 to 25,966, being an increase of 2,086, or 8 per cent.

On June 30, 1893, there were 6,645 clerks in the service, and on the same date of 1894 there 6,852, an increase of 207, or 3.02 per cent. The number of clerks at work on railroad lines increased from 6,082 on June 30, 1893, to 6,256 on June 30, 1894, and the annual distance traveled in crews from 152,979,607 to 155,932,943, an increase of 174 clerks and 2,953,336 miles traveled.

The number of clerks employed on steamboat lines decreased from 45 on June 30, 1893, to 42 on June 30, 1894.

The entire clerical force of the service was assigned to duty as shown in the following table:

| Fiscal year ending— | Employed on railroad lines. | Employed on steam-boat lines | Detailed to transfer duty. | Detailed to office duty. | Total. |
|---------------------|-----------------------------|------------------------------|----------------------------|--------------------------|--------|
| June 30, 1894 | 6,256 | *42 | 292 | 292 | 6,852 |
| June 30, 1893 | 6,082 | 45 | 287 | 251 | 6,645 |
| Increase | 174 | 13 | 25 | 11 | 207 |

*Exclusive of two acting clerks.

†Decrease.

QUANTITY OF MAIL HANDLED.

Exclusive of the mail redistributed for city delivery there were distributed in railway post-offices during the fiscal year 10,033,973,790 pieces of mail matter, 10,032,692,696 of which were disposed of in accordance with the official schemes of distribution and schedules of connections; the remaining 1,281,094 were distributed contrary thereto, and were therefore recorded as errors in the records of the clerks responsible for their improper handling; thus it will be seen that for every piece distributed incorrectly 7,831 were distributed correctly.

The table following the remarks made under the heading "Mail separated for city delivery" gives, by fiscal years, the number of pieces of ordinary mail matter distributed in railway post-offices since July 1, 1883, and other information associated with the work. A table showing the missent and misdirected matter for the years 1893 and 1894 follows the above. The former shows the record for the year covered by this report to be the best ever made, which can not but be very gratifying to the Department, as it is complimentary to the energy, faithfulness, and efficiency of the employes of the service; while the latter shows a gratifying decrease of missent and misdirected matter for 1894 as compared with 1893.

REGISTERED MATTER HANDLED.

Table E^e shows that the Railway Mail Service received, receipted for, recorded, distributed, guarded, and delivered 15,253,586 registered packages and cases, 896,308 through registered pouches and cases, and 437,146 inner registered sacks; while for the fiscal year ended June 30, 1893, it treated in the same manner 16,487,241 registered packages and cases, 884,527 through registered pouches and cases, and 417,939 inner registered sacks, showing a decrease of 1,233,655 registered packages and cases, an increase of 11,781 through registered pouches and cases, and of 19,207 inner registered sacks, a total decrease of 1,202,667 separate articles handled. The fact, however, that there was an increase of 11,781 pouches and of 19,207 inner registered sacks shows very clearly that instead of there being a reduction in the registered matter passing through the mails an increase occurred, as a large number of packages are included in the through registered pouches, and as the inner registered sacks are only authorized when the number of registered packages to be forwarded from one office to or through another has become so great as to be burdensome to the clerks.

MAIL SEPARATED FOR CITY DELIVERY.

In addition to the 10,033,973,790 pieces of regular matter and the 16,587,040 pieces of registered matter distributed in railway post-offices during the year, 483,667,275 letters and 6,150 papers addressed to residents of large cities were redistributed by postal clerks and arranged so as to permit their delivery by carriers immediately upon the arrival of the railway post-offices at the cities for which the mails were so treated. This is an increase for 1894 over 1893 of 37,226,725 letters and a decrease of 1,768 papers.

It will be seen, by examining the preceding statements and the following tables, that the Railway Mail Service distributed during the fiscal year ended June 30, 1894, 10,033,973,790 pieces of ordinary mail matter, 16,587,040 pieces of registered matter, and 483,673,425 pieces for city delivery, a total of 10,534,234,255.

Table of pieces of mail distributed, etc., annually since July 1, 1883.

| Year ending June 30— | Number of pieces distributed. | Increase. | Number of errors. | Increase of errors. | Decrease of errors. | Number correct to each error. |
|----------------------|-------------------------------|-------------|-------------------|---------------------|---------------------|-------------------------------|
| 1884..... | 4,519,661,900 | 538,145,620 | 1,167,223 | 208,745 | | 3,872 |
| 1885..... | 4,948,059,400 | 428,397,500 | 887,704 | | 279,519 | 5,575 |
| 1886..... | 5,329,521,475 | 381,462,075 | 1,201,443 | 372,739 | | 4,228 |
| 1887..... | 5,834,090,875 | 505,479,398 | 1,734,617 | 474,174 | | 3,364 |
| 1888..... | 6,528,772,060 | 694,081,185 | 1,765,821 | 31,201 | | 3,694 |
| 1889..... | 6,026,837,130 | 498,065,070 | 1,777,295 | 11,474 | | 3,954 |
| 1890..... | 7,847,723,600 | 820,886,470 | 2,769,245 | 991,950 | | 2,834 |
| 1891..... | 8,546,370,080 | 698,646,490 | 2,005,973 | | 763,272 | 4,261 |
| 1892..... | 9,227,816,080 | 681,446,000 | 1,658,457 | | 347,516 | 5,564 |
| 1893..... | 9,772,075,810 | 544,259,720 | 1,367,880 | | 290,577 | 7,144 |
| 1894..... | 10,033,973,790 | 261,897,980 | 1,281,094 | | 86,786 | 7,831 |

This table shows that the Railway Mail Service distributed during the fiscal year ended June 30, 1894, 261,897,980 more pieces of mail matter than during the preceding year; also that, notwithstanding this increase, the character of the distribution was better, as the number of errors decreased 86,786.

The increase in the number of pieces distributed, though large, does not compare favorably with that of other years embraced in the table; a fact due unquestionably to depression of business interests and to paralysis of railroad operations, resulting from the labor troubles of April, May, June, and July, 1894, which destroyed for the time the continuity of the service, and practically stopped all correspondence between the Eastern and Western sections of the country. Few letters of a business or social character were received promptly. Consequently the return correspondence was light.

Comparative statement of missent and misdirected matter.

| | Year ended June 30— | | Decrease, 1894 from 1893. | Increase, 1894 over 1893. |
|---|---------------------|--------|---------------------------------|---------------------------------|
| | 1894. | 1893. | | |
| Missent: | | | | |
| Letter packages | 17,304 | 16,211 | ..... | 1,093 |
| Pouches | 2,796 | 5,232 | 2,436 | ..... |
| Sacks | 2,569 | 2,205 | ..... | 364 |
| Registered packages | 599 | 636 | 37 | ..... |
| Registered pouches and inner registered sacks | 69 | 117 | 48 | ..... |
| Misdirected: | | | | |
| Letter packages | 2,590 | 2,757 | 167 | ..... |
| Pouches | 554 | 536 | ..... | 18 |
| Sacks | 1,418 | 1,645 | 227 | ..... |

NIXIES.

Mail matter not addressed to post-offices, insufficiently, incorrectly, or illegibly addressed, thus rendering their delivery to the addressees impossible, are designated "nixies."

Exhibit No. 2, of the report accompanying this letter of transmittal, shows that 10,113,778 pieces of this class of mail matter were received at these several depositories designated to treat them, as against 10,098,802 received during the fiscal year ended June 30, 1893, an increase of 14,976, or 0.15 per cent, which, compared with last year, is a remarkably favorable showing, as the per cent of increase for 1893 over 1892 was 8.39.

Of the 10,113,778 pieces treated, 6,340,983, or 62.69 per cent were corrected and forwarded to the addressees or returned to the writers, the residue, 3,772,794 pieces, could not be so disposed of, because the information contained in them and upon their covers was not sufficient to locate either. Thus it will be seen that the patrons of the Department were responsible for the delay in delivery or absolute loss to them of 10,113,778 pieces of mail matter, as against the 1,281,094 delayed in reaching destination on account of improper handling in railway post-offices.

CASE EXAMINATIONS.

Permanent clerks.—There were 17,813 examinations of permanent clerks during the fiscal year ended June 30, 1894, during which 20,531,498 cards representing letters were distributed; of these, 19,930,527, or 97.07 per cent, were distributed correctly.

Probationary clerks.—There were 1,699 examinations of probationary clerks, during which 1,661,585 cards were distributed, 1,552,848, or 93.52 per cent, of which were distributed correctly.

Combining these two classes, we find that the aggregate number of examinations was 19,512; of cards handled, 22,193,083, of which 21,483,376, or 96.80 per cent, were distributed correctly.

The following table shows that this, like the facing slip, is much the best record made since the organization of the Railway Mail Service, which occurred thirty years ago.

| Fiscal year ended— | Cards handled. | Number correctly handled. | Per cent correctly distributed. | Number of examinations. | Average number of cards handled per examination. |
|--------------------|----------------|---------------------------|---------------------------------|-------------------------|--|
| 1885 | 8,141,385 | 6,348,971 | 77.96 | 8,805 | 925 |
| 1886 | 10,604,808 | 8,458,283 | 79.76 | 11,075 | 958 |
| 1887 | 10,148,508 | 8,647,415 | 85.26 | 10,050 | 918 |
| 1888 | 12,010,254 | 10,389,952 | 86.51 | 13,442 | 893 |
| 1889 | 9,951,083 | 8,616,597 | 86.60 | 11,819 | 842 |
| 1890 | 17,998,156 | 16,059,814 | 90.24 | 16,084 | 1,107 |
| 1891 | 15,830,849 | 14,625,727 | 92.29 | 14,119 | 1,121 |
| 1892 | 18,127,114 | 17,126,604 | 94.48 | 16,670 | 1,088 |
| 1893 | 17,796,280 | 16,958,511 | 95.29 | 15,676 | 1,135 |
| 1894 | 22,193,083 | 21,483,375 | 96.80 | 19,512 | 1,137 |

The number of case examinations made during the fiscal year was 19,512 as against 15,676 in 1893; the average number of cards distributed at each examination was 1,137 as against 1,135 in 1893; the aggregate number of cards distributed was 22,193,083 as against 17,796,280 in 1893; the number distributed correctly was 21,483,375 as against 16,958,511 in 1893, and the per cent correctly distributed was 96.80 as against 95.29 in 1893.

The record made for the fiscal year 1893 was the best up to that date, but that for 1894 exceeds it in every particular and is therefore the best in the history of the service.

The excellent record made in the distribution of mails is due largely to the knowledge of the schemes and schedules the employes acquire in preparing for the case examinations required of them annually. Comparison of the table "Pieces of mail matter distributed, etc.," with the one exhibiting the case examination records for several years past shows that the ratio of pieces distributed correctly to each error is, as a rule, in proportion to the improvement made in the case examination record. These examinations not only insure improvement in the quality of the distribution, but also increase the capacity of the distributors. Being familiar with the distribution and connections they do not lose time in referring to schemes and schedules, or in asking questions of those who are presumed to be better informed than themselves, and as a result the whole crew works steadily and uninterruptedly until the work assigned to it is accomplished. This condition is favorable to concentration and continuity of thought; essential to the correct and quick performance of mental labor such as devolves upon clerks in railway post-offices. Rapidity of distribution is a prime necessity in railway post-offices, because such offices run upon arbitrary schedules; they depart from the initial point and arrive at the terminal, barring accident, at fixed hours.

As a rule they run in connection with similar offices or express trains on lateral and other lines; therefore the time allowed for the distribution of the mails received by them is limited, and this work must be completed within the allotted time, or the mails be delayed in reaching their destination. To prevent such delays the force must be equal to the work, and, in order to secure this result as economically as possible, it is essential that the clerks be very efficient not only as to knowledge of distribution and activity of mind and body, but as to the ability to

endure great mental and physical exertion. Whatever they lack in these respects must be compensated for by additions to the force.

While it is true that the more efficient the force the more work it can accomplish, it is equally true that the annual per cent of increase in the amount of matter passing through the mails is almost always in excess of the per cent of increase in force, and that efficiency alone can not equalize the difference. It has been found that this condition tends not only to push the distributors beyond their capacity, but that it also prevents needed improvements in the way of additional railway post-office service, and throws upon railway employes work which they can not perform as satisfactorily as trained clerks. It prevents the establishment of that frequency of exchange between intermediate offices on many routes that are only provided with minimum service by clerks that is essential to the beneficial and profitable transaction of business.

In the judgment of this office the force employed in every railway post-office should be sufficient to distribute promptly and with care every piece of mail matter received, so that it may be dispatched and delivered to the addressee without the least delay. This would prevent massing upon other lines carrying mails past destination, and thus avoid just complaints.

It is proper to state here that very little mail is being carried past destination at the present time, and that, with very few exceptions, the lines are strong enough to accomplish promptly and correctly the distribution required of them; but the mails are increasing more rapidly than during the fiscal year 1894, and some of the lines need strengthening now, while others will require it later on.

This office requires division superintendents to report weekly the amount of mail undistributed by lines in the respective divisions and the disposition made of it. Consequently it is in position at all times to determine where and when help should be extended.

PRINTING.

The following table will show the amount and nature of the work performed in the printing offices connected with the several division headquarters during the last fiscal year:

| | Daily bulletin. | | | General orders. | | |
|--------------------------------|------------------|--------------------|------------------------|------------------|--------------------|------------------------|
| | Number of forms. | Number of cms set. | Number of impressions. | Number of forms. | Number of cms set. | Number of impressions. |
| Office General Superintendent* | 440 | 5, 648, 500 | 450, 150 | 172 | 1, 176, 500 | 114, 000 |
| First division | | | | 259 | 8, 000 | 151, 213 |
| Second division | | | | 257 | 1, 802, 028 | 114, 053 |
| Fourth division | | | | 205 | 795, 335 | 127, 025 |
| Fifth division | | | | 172 | 2, 031, 750 | 290, 100 |
| Sixth division | | | | 134 | 1, 281, 000 | 325, 175 |
| Seventh division | | | | 102 | 1, 551, 669 | 191, 670 |
| Eighth division | | | | 102 | 523, 000 | 64, 805 |
| Ninth division | | | | 177 | 1, 231, 044 | 82, 887 |
| Tenth division | | | | 90 | 1, 191, 150 | 108, 000 |
| Eleventh division | | | | 92 | 828, 000 | 91, 200 |
| Total | 440 | 5, 648, 500 | 450, 150 | 1, 762 | 12, 419, 476 | 1, 660, 127 |

Printing—Continued.

| | Facing slips. | | | Circulars. | | | Other job work. | | |
|--------------------------------------|------------------|----------------------------|--------------------------|------------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | Number of forms. | Number of slips on a form. | Number of slips printed. | Number of forms. | Number of forms set. | Number of impressions. | Number of forms. | Number of forms set. | Number of impressions. |
| Office General Superintendent* | 6 | 12 | 120,000 | 81 | 210,000 | 42,450 | 325 | 3,765,700 | 102,100 |
| First division | 22 | 8 | 1,504,340 | 25 | 37,700 | 8,815 | 592 | 3,907,270 | 389,375 |
| Second division | 412 | 8-9-36 | 12,176,000 | 3 | 23,748 | 3,100 | 60 | 348,448 | 39,241 |
| Fourth division | 293 | 18 | 16,089,000 | 19 | 93,624 | 6,700 | 156 | 166,147 | 101,900 |
| Fifth division | 2,370 | 9-15 | 24,984,500 | ..... | ..... | ..... | 246 | 841,250 | 707,325 |
| Sixth division | 592 | 16 | 16,576,000 | 10 | 22,000 | 8,375 | 639 | 1,689,000 | 596,800 |
| Seventh division | 1,410 | 12-15-18 | 19,311,100 | 58 | 311,417 | 31,225 | 463 | 3,793,269 | 404,600 |
| Eighth division | 966 | 12 | 5,552,640 | 11 | 62,500 | 9,840 | 349 | 3,778,000 | 308,670 |
| Ninth division | 1,162 | 16 | 15,432,000 | ..... | ..... | ..... | 716 | 1,642,466 | 459,841 |
| Tenth division | 111 | 27 | 5,474,890 | 110 | 190,000 | 46,284 | 120 | 193,168 | 192,000 |
| Eleventh division | 988 | 8-18 | 4,919,480 | 1 | 10,000 | 250 | 33 | 310,920 | 46,570 |
| Total | 8,312 | ..... | 122,139,950 | 318 | 960,989 | 157,039 | 3,699 | 21,433,638 | 3,348,422 |

* Government owns plant.

Record of casualties in the Railway Mail Service from 1875 to 1894.

| Year ending June 30— | Total number of clerks. | Number of casualties. | Clerks killed. | Clerks seriously injured. | Clerks slightly injured. |
|----------------------|-------------------------|-----------------------|----------------|---------------------------|--------------------------|
| 1875 | 2,238 | (*) | 1 | (*) | (*) |
| 1876 | 2,415 | (*) | 1 | (*) | (*) |
| 1877 | 2,500 | 27 | 1 | 10 | 4 |
| 1878 | 2,008 | 36 | 2 | 15 | 3 |
| 1879 | 2,609 | 35 | 3 | 14 | 13 |
| 1880 | 2,946 | 26 | ..... | 14 | 15 |
| 1881 | 3,177 | 62 | 7 | 15 | 22 |
| 1882 | 3,570 | 83 | 3 | 16 | 20 |
| 1883 | 3,855 | 114 | 1 | 35 | 42 |
| 1884 | 3,963 | 154 | 7 | 28 | 60 |
| 1885 | 4,387 | 102 | 2 | 35 | 65 |
| 1886 | 4,573 | 211 | ..... | 56 | 60 |
| 1887 | 4,851 | 244 | 5 | 45 | 72 |
| 1888 | 5,094 | 248 | 4 | 63 | 45 |
| 1889 | 5,448 | 193 | 10 | 95 | 40 |
| 1890 | 5,836 | 261 | 4 | 41 | 53 |
| 1891 | 6,032 | 319 | 12 | 68 | 84 |
| 1892 | 6,417 | 345 | 5 | 60 | 112 |
| 1893 | 6,645 | 403 | 10 | 66 | 115 |
| 1894 | 6,856 | 362 | 4 | 48 | 99 |

* Not reported.

During the fiscal year ended June 30, 1894, there were 363 accidents to railway post-offices, in which 4 clerks were killed, 48 seriously and 99 slightly injured. (See detailed statement, pp. 30-49.)

It affords me much pleasure to invite your attention to the fact, as shown in the above table, that fewer accidents occurred to railway post-offices during the fiscal year just closed than during the preceding year. This pleasure is enhanced by the knowledge that there was a corresponding decrease in the number of clerks killed and injured, the number killed and seriously injured being less than for any one of the three next preceding years, and the number slightly injured less than for either of the two next preceding years.

Clerks so seriously injured while in the line of duty as to be unable to keep up their regular runs are granted leaves of absence with pay, in periods of thirty days each, for one year from the date the disability occurred, unless they recover and return to duty sooner. If unable to

resume duty at the expiration of that time they are separated from the service and are then eligible for reinstatement at any time during one year from the date of their retirement, providing a reputable physician certifies that they are physically and mentally sound and competent to perform exhaustive labor. During the time they are off duty on leave of absence their runs are kept up by acting clerks employed at the expense of the Department.

Exhibit No. 3, appended to this report, shows that there was expended on this account during the fiscal year ended June 30, 1894, \$22,202.93. Of this sum \$12,065.83 was paid acting clerks who were employed to keep up the runs of regular clerks injured during the fiscal year under review, and \$10,157.10 to those keeping up the runs of those who had been disabled prior to July 1, 1893, but who were unable to resume duty on that date and had not exhausted the one-year limitation.

Thus it will be seen that the Department is not unmindful of the well-being and comfort of those in its employ who incur disabilities while discharging their duties faithfully. In granting them leaves of absence with pay, and providing at its own expense acting clerks to keep up the runs they would make were they able to do so, it extends to them all the consideration possible under existing laws and regulations. It is, however, to be regretted that it is not authorized to extend further relief to those who not only do not recover sufficiently to resume duty as clerks, but whose disabilities are of such a character as to preclude them from engaging in any other occupation, and who are therefore unable to provide for the necessities of their families and themselves.

I had hoped that some action would be taken by Congress which would make the condition of these deserving invalids more tolerable, and still look for legislation in that direction. This subject was treated very fully in my report for the fiscal year ended June 30, 1893, and was touched upon in previous reports, to which attention is invited. This office is not disposed to urge the plan submitted in its report of 1893; it simply believes that public servants who perform extra hazardous service, and who are so situated while performing it that they can not know in advance of its actual accomplishment that the car in which they are at work is to be destroyed in a collision and that they will be taken from the wreck in a mangled and helpless condition, disabled for life, and therefore can not escape the calamity, should not be subjected to want or become a burden upon others after they have, through no carelessness on their part, become helpless and dependent. Any plan that will prevent this will be hailed with delight and receive all the support and encouragement this office is capable of giving it.

PROVISION IN CASE OF DEATH.

In the event of a failure to pass a relief bill for those permanently disabled and for the widow and minor children of clerks killed at their post of duty, I earnestly recommend the passage of an act authorizing the Postmaster-General to pay to the widow and minor children of each railway postal clerk killed while on duty the sum of \$1,000 out of the appropriation for clerk hire. Generally the fund created by deductions from the salaries of railway postal clerks for failures to perform service and for other reasons would be sufficient to cover the amount expended on this account; but occasionally an unusual number of deaths occur from accidents in a year, as in 1889, 1891, and 1893; then the amount

required to pay the widows and minor children would exceed the sums derived from deductions, but the deficiency would be small. Certainly no better use could be made of the sums forfeited by the clerks and the small additional amount that would occasionally be drawn from the appropriation for clerk hire than to expend it in paying the expenses incident to the burial of an officer who is killed at his post of duty and in providing temporarily for the needs of his dependents until some permanent arrangement can be made by the relatives and friends of the family for their future.

REORGANIZATION OF THE CLERICAL FORCE OF THE RAILWAY MAIL SERVICE.

I beg to invite attention to the recommendations and remarks on this subject which appear in the reports of this office for the fiscal years ended June 30, 1890, 1891, 1892, and 1893, in which the importance of such reorganization as is contemplated in Senate bill No. 544 is clearly developed. Nothing has occurred during the intervening period to justify a modification of the opinions expressed in those reports, or to impair the statements advanced in support of them. On the contrary, the necessity for strengthening and perfecting the organization grows more imperative each succeeding year, because the extent of the service, the volume of mail matter distributed, the territory and number of clerks to be supervised, the number of mails dispatched, and the records to be made of them increase very materially annually; the building of schemes and schedules, the distribution and dispatch of the mails, the general work and responsibilities of the service, become more complicated and exacting, and consequently more is demanded of the employes now than when the service was practically in its infancy.

The last reorganization took effect May 1, 1881. During that year mails were carried on 91,569 miles of railroad. The annual miles of railroad service aggregated 103,521,229. Clerks at work in railway post-offices traveled, in crews, 70,684,211 miles and distributed 2,853,280,076 pieces of ordinary mail matter.

In 1894 the mails were carried on 169,768.81 miles of railroad. The annual miles of railroad service aggregated 179,270,939. Clerks at work in railway post-offices traveled, in crews, 155,932,943 miles and distributed 10,033,973,790 pieces of ordinary mail matter.

Thus it will be seen that the growth of the service has been quite phenomenal, as has the amount of work performed by the clerks.

In 1881 the average number of pieces of mail matter distributed per clerk per annum was 1,013,234; in 1894 the average per clerk was 1,592,694, an increase per clerk of 579,460, or nearly 50 per cent. A corresponding increase has occurred in their other duties, viz, in the number of registered packages, pouches, and cases handled by them, each of which must be examined carefully, checked off, entered upon their books of record, and be billed to the receiving lines and offices; in the hours devoted to memorizing schemes of distribution, and acquiring knowledge of connections, and in checking in and out all mails received on their runs; and, as a matter of fact, they have but little time for rest or recreation. When they are not actually at work in railway post-offices they are preparing for case examinations, making reports of the work done and the irregularities that occurred on their runs, checking up their records of registered matter handled, correcting their schemes, examining the order books, and in preparing supplies for their next tour of duty.

The increase of work has made necessary a corresponding increase in the hours of duty. The time the trains to which they are assigned are in transit between the initial and terminal points of their runs in no case represents the number of hours they are on duty, for on important lines they commence their labors eight or nine hours before the trains are due to depart, and on those of less importance from one to six hours.

In the earlier days of the service this was unnecessary, because the distribution could be accomplished in most cases while the trains were in transit, and, as it was less extensive and complicated, such constant study and application as is now absolutely necessary was not then essential, and yet there was a time when clerks of class 4 and 5 were paid more liberally than at present.

The fact that as the service has increased in extent and importance it has been necessary from time to time to revise, develop, systematize, and add to the methods of conducting it, and that this has largely increased and complicated the work and responsibility of those charged with its management, should not be lost sight of in considering any scheme of reorganization.

Senate bill 544 makes provision for increased supervision in the creation of classes 6 and 7, which are to embrace only those employés who participate in the responsibility for the character of the service, see to the enforcement of discipline, discover, investigate, and, as far as possible, correct irregularities in the conduct of the clerks and in the distribution, dispatch, and transportation of the mails. It also recognizes the justice of regulating the salaries of employés according to the character of the service they render, the hazard inseparable from their occupation, and the expenses they incur in the discharge of their duties. It is hoped that the bill will become a law before the close of another session of Congress.

CHIEF CLERKS, RAILWAY MAIL SERVICE.

Pending the passage of the bill for the "reorganization of the clerical force of the Railway Mail Service," I respectfully recommend that the authority heretofore given the Postmaster-General—in the appropriation for clerk hire—to expend not exceeding \$20,000 of said appropriation in reimbursing clerks detailed to duty as chief clerks, assistant chief clerks, and examiners for the expenses incurred by them while traveling on the business of the Department be continued. The experience of the past three years has shown this to be important, for the reason that an employé of the character mentioned can not become thoroughly useful if he must pay his traveling expenses out of his regular salary. In considering this question it is necessary to understand that some of the examiners receive a less salary than they would if assigned to road duty, and that a chief clerk receives only \$100 per annum more than a clerk in charge of a full railway post-office, whereas his responsibilities are much greater and his expenses proportionately higher. It is impossible for such an officer to render the maximum of good service if required to assume his expenses while inspecting lines under his charge and examining clerks living at a distance from his headquarters.

AUXILIARY CORPS.

This subject was discussed in the reports of this office for the fiscal years 1891, 1892, and 1893, and it is not my purpose now to dwell at length upon the importance to the Department and the public of the crea-

tion of such a corps of clerks. It is enough, perhaps, to state that emergencies arise daily which render substitute service necessary: sickness of a regular clerk or some member of his family; removal for crime, and other causes, with discontinuance of service before the vacancy can be filled by regular appointment; suspension for irregularities and misconduct; inability to perform service because of injuries received in accidents, and failure to report for duty when due, constitute some of the emergencies demanding the employment of substitutes.

This class of service is now performed almost wholly by certified substitutes who only receive pay for the time actually employed, either as acting clerks by the Department or as substitutes by the clerks, and when so employed they are paid at the rate of \$800 or less per annum. As their employment is uncertain, and, as a rule, for brief periods, they can not devote their time to the studies necessary to enable them to discharge the duties of their principal to the best advantage, or hold themselves in readiness to respond to every call made upon them. To live and support those dependent upon them they must work, and, as the service does not supply all of them with enough to do this, those employed elsewhere can not give up regular occupations, nor can any of them refuse such employment as they may be able to secure; therefore, many of them either decline substitute service or only respond occasionally, and, having other employment, they can not devote sufficient time to the study of schemes, connections, instructions, laws and regulations to prepare themselves to discharge with great efficiency the duties of a clerk, and consequently they render less effective and satisfactory service than regular clerks.

If a corps such as is recommended, consisting of 150 clerks taken from the certified substitute list, and paid a salary of \$250 per annum, in addition to whatever they might earn as acting clerks and substitutes not in excess of \$800 per annum, were authorized, no difficulty would be experienced in filling it or in applying to it the same government that is maintained over the regular force. The effect of such action would be most satisfactory to all interested in good service, because thoroughly competent substitutes would be available to meet such emergencies as are herein mentioned, and to fill without friction or decrease in the efficiency of the service any vacancies that might occur.

Our substitute service has improved very much within the past few years, because under civil-service methods the material provided is more suitable in every respect. In age, physical condition, mental and educational capacity and susceptibility of development it ranks much higher than formerly, and were provision made to cover a portion of the living expenses of a certain number of substitutes, as contemplated in the organization of an auxiliary corps, there would soon be available for emergency service a sufficient number of skilled and well-disciplined substitutes to meet the demands of at least the most important emergencies and to insure as good service in the absence of a regular clerk as at any other time.

CONDITION OF RAILWAY POST-OFFICE CARS.

The annual inspection of cars under the control of the Department has been completed, and with few exceptions their condition has been found satisfactory, in that they are well built, provided with good heating and lighting facilities, with the best appliances for extinguishing accidental fires, and with the most approved trucks, couplers, buffers, and platforms. Arrangements were made with the companies

interested to shop and repair such as were discovered to be defective and to replace those not regarded as suitable and safe with new ones. Since the Department has required an annual inspection and demanded that the cars furnished shall not be of less strength, carrying, and resisting power than is provided for in the plans and specifications adopted by it, and which appear in the report of this office for the fiscal year ended June 30, 1891, the tendency has been to provide cars not easily crushed in collisions or broken up in derailments, which, in the judgment of this office, accounts in a measure for the decrease in the number of clerks killed and injured during this fiscal year as compared with immediate preceding years, but it is possible and practicable to insure greater immunity from death and disability in accidents as well as greater security to the mails and equipment by vestibuling postal cars, the tenders to which they are attached, and the cars behind them. This would prevent the tender from riding upon the platform and burying itself in the body of the postal car and the car from mounting the tender or being telescoped by the cars following it. All these catastrophies occur frequently in head-end collisions and are almost invariably accompanied with fatal results.

It is difficult to understand why coaches, occupying, as they do, the least dangerous positions in trains should be vestibuled, while the postal cars, occupying the most perilous, are not afforded equal protection. In head-end collisions they are the focus of two rams, each of immense tonnage and velocity; one is driven back into the head of the car by the force of the train with which it comes in contact; the other is impelled forward by its own weight and momentum into the rear. Between the two forces it becomes a mass of splintered timber, broken and twisted iron, the funeral pile of heroes, the end of hope, and frequently the beginning of want and suffering. Under such conditions nothing can save the cars and contents from destruction except strength of construction and the use of such appliances as will solidify the whole train, making it practically one car—thus creating unity of resistance where irregular and erratic action usually prevails.

It is encouraging to know that some companies have recognized the importance of applying vestibules to postal cars, and it is hoped that their example will be followed by all other companies using that improvement on coaches of their passenger trains. In addition to the increased security which would result to the clerks, mails, and equipment from the use of the vestibule in the manner stated, the distribution would be accelerated and the tension upon the muscular and nervous systems of the clerks be reduced to the minimum, especially upon lines abounding in curves and grades, because the oscillating and jerky motion peculiar to cars coupled in the ordinary way is almost wholly overcome by this feature, and consequently they could maintain without much effort that position before the cases and racks which is most conducive to quick and uninterrupted distribution.

The old-style oil lamp has disappeared; where oil is used the most modern and best lamps are provided, but lamps are gradually giving way to compressed gas and electricity on the great railway systems, and during the fiscal year just closed gas has been placed in many additional cars, and is now in use from the Atlantic to the Pacific, the Southern Pacific having recently put it in the postal cars furnished by them. Gas and electric lights facilitate the work in night-line railway post-offices, save the eyes of the clerks, and are less liable to increase the destructiveness of accidents, and are therefore favored by the Department.

SUMMER-RESORT SERVICE.

This consists of temporary service provided for the accommodation of the large number of people who spend a portion of the summer months at resorts on the Atlantic coast, the St. Lawrence River, and in New England. This is important service and usually covers a period of three months. This class of service has been provided annually for a number of years and has given excellent satisfaction. It was extended slightly during the fiscal year under review, and, as no complaints were received at this office, it is fair to assume that it met fully the object for which it was established. The same class of service is provided Southern winter resorts, and has also been beneficial and satisfactory.

CIVIL-SERVICE METHODS.

The civil-service laws and regulations as applied to the Railway Mail Service accomplish all the most sanguine expected. The eligibles for appointment who have been certified and selected excel in the fundamental qualities, such as suitable age, good physical condition and habits, activity and retentiveness of memory, and prospective growth and length of useful service.

Having such desirable undeveloped material to work upon, the management experience less difficulty in molding it into well-disciplined, industrious, thoughtful, efficient clerks. A much larger per cent of the probationers succeed in earning permanent appointments, and, under the system of development which obtains in the service, they continue to improve during their connection with it; and, as opportunities occur, are advanced in class according to their merits. In the judgment of this office the present efficiency could not have been obtained under any other method.

UNIFORMITY OF BLANKS AND BOOKS OF RECORD.

During the fiscal year under review a committee, consisting of division superintendents, was appointed to examine all blanks and books of record in use in the service, the object being to ascertain whether any had become obsolete and unnecessary, whether changes were desirable in any of those retained, and whether in the growth of the service any changes in the method of conducting it had made additions important.

The committee met, performed the duty assigned to it, reported its conclusions, and made recommendations to this office which were carefully considered, with the result that the supplies now furnished are practically uniform.

BOOK OF INSTRUCTIONS.

The 1890 edition of the Book of Instructions to Railway Postal Clerks became exhausted early in 1894, and a revised edition was authorized. The work of revision occupied considerable time, inasmuch as it was necessary to embrace in the new edition all the modifications made in the Postal Laws and Regulations relating to the Railway Mail Service subsequent to the issue of the old one. The book has been printed and is now in the hands of the superintendents of the service.

OBSTRUCTING TRAINS CARRYING THE MAILS.

This subject received considerable attention in the report of this office for the fiscal year ended June 30, 1893. The treatment it received then was suggested by the difficulties experienced in operating the Railway Mail Service during the existence of labor troubles that had occurred in previous years. The stupendous disturbances of April, June, and July of the present year were not anticipated, but having faith in the maxims, "History repeats itself," and "In times of peace prepare for war," and, knowing from actual experience that the provisions relied upon to prevent the mails being obstructed while in transit or to successfully grapple with an emergency of that character had proved inadequate and unsuccessful in the past, it was deemed highly important to the dignity and revenues of the Department and to the tranquillity, comfort, and social and business relations of its citizens that a law be enacted making it an offense punishable with fine and imprisonment for any person to knowingly and willfully obstruct or retard the passage of a train carrying the mails. This law should be so free from ambiguity, so prohibitory and repressive in its character, that all men may understand it if they will.

To this end a bill was submitted with the report, copy of which, with the remarks preceding it, is given here:

It will be conceded that the most frequent interchange of mails possible between important commercial and financial centers is necessary to the proper and profitable transaction of business, and that the growth of the nation in civilization, population, wealth, and all that constitutes greatness is in proportion to the general prosperity of its citizens; therefore anything tending to impede the growth of business, to retard the transaction of the same, or to cause a decrease of the general wealth of the country operates to the disadvantage of the Government and should be remedied by law.

In times of peace and prosperity business flows on as persistently, regularly, and quietly as a stream passing through a level valley; all that is conducive to business interests and to the peace and comfort of the people is responsive. The mails are dispatched by and received from nearly every passenger train passing over railway lines. On some trains they are carried in railway post-offices, on others in the baggage cars in charge of train baggagemen; but in every case they go through to their destination without other interruption than such as results from accidents, and in this way cities upon important routes communicate with one another two, three, four, five, or six times daily, and realize by this frequent service much better results than are possible in any other way.

But local disturbances occasionally occur between an important railway system and its employes, between two railway companies as to the right of way, or between the corporate authority of a city and a railway company, and peace in the vicinity of the trouble gives way to violence, destruction of life and property, and the mail service throughout the whole country is thereby partially or wholly interrupted, failing to meet the needs of business and causing losses of greater or less magnitude to those engaged in it. Moneys due and forwarded in time to meet obligations fail to arrive as expected, notes and drafts are protested, mortgages foreclosed, sales made are not consummated, and the financial standing of individuals and firms jeopardized, and all because some organization or association has determined to put a break upon the business not only of the company with which it is temporarily at war, but of the whole world, if possible, until it secures its demands. In doing this they say to the agents of the railroad company: "We will permit the mails to pass, but no baggage, express, or passenger cars will be allowed to do so;" and the railway company says: "We can not afford to run a train of one or two cars devoted to the mails exclusively." Sometimes the company performs service once daily each way over its lines, and thus technically fulfills its obligation to the Government sufficiently to prevent the withholding or reduction of its pay, for the obligation includes the carriage of the mails six times per week each way, or as much oftener as passenger trains may run. The company in such a case is not only willing but anxious to continue all of its passenger trains and to carry mails upon each; but it is not willing to drop other business usually transacted on these trains and to run a mail car or a baggage car containing only mail in place of every passenger train scheduled, nor should it be expected to. Sometimes strikes occur upon lines that are in financial distress and unable to run a train consisting only of one car

with an apartment from 15 and 25 feet in length devoted to the mails; therefore no service is performed upon that line during the continuance of the strike, the company forfeiting its pay rather than to incur expense exceeding the compensation received.

In all cases of the nature mentioned the public is deprived of at least one-half of its regular mail accommodations, and in some of all, or nearly all, as is shown in the following statement:

The two most important mail routes in the United States are the New York Central and Hudson River Railroad (main line, New York to Chicago) and the Pennsylvania Railroad (New York to St. Louis).

Two exclusive mail trains are run daily each way over the former, and in addition twenty-five passenger trains carry mail westward and thirty-one eastward. All of this service is provided because it is demanded by the business interests of the country and is recognized as desirable by the Department. It is not to be understood that the lines and offices tributary to this route receive and dispatch mails by all of these trains, but that all carry mails to and from some offices and lines. What mails shall be dispatched by certain trains depends upon the advantages derived thereby. If a certain number of trains arrive at a given office in the night it is not necessary to dispatch mail for that office by all of them. It is sufficient to dispatch it by the last train leaving the initial point in time to permit of its being delivered as soon as that office is opened in the morning, thus economizing labor and equipment and minimizing exposure to depredation or loss in transit. The same principle applies to dependent lines; therefore it will be seen that if the operating of train service is not protected by law the condition of the mail service in periods of disturbances will be in the future, as in the past, very detrimental to private and public interests; for should a strike occur upon a line like the New York Central and Hudson River Railroad fifty-six of the sixty trains carrying the mail would be abandoned, simply because the strikers would not permit them to proceed if carrying anything besides mail.

How disastrous this would be no one can understand until he realizes that the New York Central and Hudson River Railroad, as a mail route, derives its importance from the fact that it starts from the great seaport and financial center of the country; that the mails to and from Europe, and from and to the New England States, for and from a great part of the States of New York, Ohio, Michigan, and Illinois, the Dominion of Canada, and the Northwestern and Western States, Asia, and the islands of the Pacific Ocean pass over this route, and therefore those States and countries are involuntary participants in the evil effect resulting from interruptions to train service on that system.

The Pennsylvania system is of equal importance, for it commands the South, Southwest, portions of the West, the countries referred to, and some of the South American countries. At present it carries mails westward and southward on forty passenger trains, and eastward and northward on fifty. If the conditions spoken of arose in New Jersey or Pennsylvania the company would probably be permitted to run from four to eight of these trains, consequently the patrons of the Department would be deprived of the benefits they now derive from either eighty-two or eighty-six trains, and this deprivation would be seriously embarrassing at times and should not be permitted.

As the Government has a monopoly of the mails it would seem to be its duty to protect its customers, particularly as it can easily do so by passing a law making it an offense, punishable with fine and imprisonment, for an unauthorized person or a member of any organization or association to interrupt the passage of a train carrying United States mail. To this end I respectfully recommend the passage of the following bill, or a better one if possible, as early as may be practicable:

A BILL to prevent unauthorized persons from interfering with railroad trains carrying the United States mails by authority of the Postmaster-General or officers of the Post-Office Department.:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That if any person or persons acting in his or their own behalf, or as the agent or agents, or as a member or members, officer or officers, or as the representative or representatives of any organization or association, shall delay, obstruct, or prevent the passage of any train on any railroad in the United States by which mails are being transported by order of the Post-Office Department, the same having been designated by the Postmaster-General or his authorized agent or agents to carry the mails, for the purpose of aiding, encouraging, or contributing in any way to the success of a strike against any railroad company whose trains are designated as above, or for any unlawful or malicious purpose, shall be deemed guilty of an offense against the laws of the United States of America as represented in this act, and, on conviction thereof, shall be punished by a fine of not less than fifty dollars nor more than five hundred dollars, and be imprisoned for not less than six months nor more than two years for each offense.

Had this or a similar bill become a law previous to April 1, 1894, it is believed that all the trains carrying mail would have been excepted from the embargo placed upon the train service of the Great Northern Railway when the strike, which practically tied up that system from April 13 until May 1, was ordered. Such a law would have lessened if not averted the destruction of property, the loss of life, the paralysis of business, the hardships and pecuniary losses to which all classes and conditions of men were subjected, and as well prevented the decrease in the revenues of the Department and the increase in the expenses of the Government which resulted from the unparalleled strikes which raged with barbaric fierceness over one-half of the Republic from June 27 until July 24 of the present year.

During that period trains ran with great irregularity and the mails were subjected to distressing delays in consequence. Many of the lines centering at Chicago from the East, North, and South were operated intermittently, while all of the transcontinental lines, except the Great Northern, which was seriously impaired by washouts, were effectually blockaded. The mails for the Pacific coast States, Asia, the islands of the Pacific, and some of the British Provinces accumulated in Chicago, St. Paul, and elsewhere, waiting to be dispatched by the first line opened. During the continuance of the strike the Department was thoroughly informed of the condition of the train service on all the lines affected, of the practicability of other avenues of supply, of the location of delayed mails, and availed itself of every desirable opportunity presented to forward the mails to their destination; but the territory covered by the obstructed lines was so extensive and in some instances so difficult to reach that it could not afford as much relief as it desired.

With relation to the mails for the Pacific coast and for foreign countries, supplied thence by water routes, they were sometimes forwarded by the Great Northern, sometimes by the Santa Fe, and at other times via the Union Pacific and Northern Pacific, and, if not delayed by washouts or mob violence, reached their destination ultimately, but always long after due. Those dispatched by the two first-named lines were forwarded to destination by steamers sailing from Portland, Oreg.; Tacoma and Seattle, Wash.; San Francisco, Los Angeles, and San Diego, Cal., as the route by which dispatched from the East indicated. No other avenues of supply were available to the Department, for the Southern Pacific lines centering at San Francisco from Portland, Oreg., Ogden, Utah, and Los Angeles, Cal., were almost as useless as before they were surveyed. They were in the vice-like grasp of a mob which defied State authority and resisted the militia sent to quell the disturbance.

It can not be doubted that the strike would have extended over a much larger territory than it did, and that more serious obstructions to the mails would have occurred, had not the Government interposed and employed the judicial and military force to protect its interests and those of its citizens. But it is not unreasonable to assume that the necessity for the heroic and admirable action taken would not have arisen, with respect to the transportation of the mails, had such a law as has been referred to existed.

If, then, there are reasons to believe that obstructing trains carrying the mails can be prevented by enacting a law prohibiting it and prescribing suitable penalties for a violation of it, why should it not be done rather than permit a condition to exist which has, and will as long as it continues, place the business interests of the country, the prosperity and happiness of the people, the life and limbs of the servants

of the Government, and the revenues of the Department at the mercy of such howling and destructive mobs as disgraced this country and civilization in Chicago, St. Paul, Sacramento, Battle Creek, Hammond, Blue Island, and elsewhere, in April, June, and July of the present year.

RECORD OF MAIL IN TRANSIT.

The necessity for a closer supervision of mail matter in transit has for many years been realized by those having charge of the service, and has been the subject of much discussion and thought; but it is only within the past two years that any definite action has been taken toward keeping a record of pouches passing from one line to another, or from one post-office to another over one or more railways in the custody of railway postal clerks or railroad employes; and it is only within the past year that a system has been in operation that has brought forth results justifying at once its practicability and usefulness.

By this system, which will be hereafter explained, a complete record is kept of each pouch from the office of dispatch to the office of final destination. Formerly a pouch was made up, we will say for illustration, in the New York post-office, labeled "St. Paul, Minn." This pouch was forwarded by the New York and Chicago railway post-office and transferred at Chicago, Ill., to the Chicago and Minneapolis railway post-office, which carried it to destination. If, through mistake, this pouch was opened in transit and its contents redistributed, the St. Paul office would at once report that it was short a pouch from New York, and an investigation would be set on foot to ascertain what had become of it. Those who in due course would have handled the pouch in transit would be questioned; but the investigation was not likely to disclose anything, because the clerk who opened the pouch inadvertently would probably have no recollection of doing so, or would be loth to acknowledge his error. The case would then be turned over to the inspectors, and another long and often fruitless investigation would follow, while the mail contained in the pouch for which search was being made had gone forward to destination safely and in due time.

Now, however, each postal clerk in charge is provided with a list of all pouches due to be received at or dispatched from his train, and the St. Paul pouch from New York would be checked out at the New York post-office and into the car at the Grand Central depot; it would be checked out of the New York and Chicago railway post-office at Chicago, Ill., and into the Chicago and Minneapolis railway post-office at the same place, which latter line would carry it to St. Paul, Minn., where it would be checked out of the railway post-office and into the post-office. Should it be opened inadvertently, that fact would be discovered on the line where the irregularity occurred, and an examination of the labels taken from pouches that had been opened on that line would disclose the error, and it could be corrected or explained. Again, if a pouch was missent the clerk receiving it, having a list of all the pouches due him, and having to check them off by this list when put into his car, would at once discover the error, and a delay would in most cases be averted. These lists are also furnished railroad companies for the use of baggagemen, who are required to report at once any shortage to their superintendent, who, in turn, reports the fact to the division superintendent of Railway Mail Service. In some of the divisions a card called a "shortage card," giving a description of the pouch missing, is made out and forwarded in place of the pouch.

Failure to receive either pouch or shortage card is reported to the division superintendent by wire.

Since this checking system has been in operation there has been very little difficulty experienced in locating pouches of mail matter missent and misdirected and in discovering failures to dispatch and fixing the responsibility for such irregularities.

SEPARATING MAILS FOR CITY DELIVERY.

There were prepared for immediate delivery to stations and carriers, by railway postal clerks during the fiscal year ended June 30, 1894, 483,667,275 letters. This work was in addition to the regular distribution to offices and routes, of which 10,330,973,790 pieces were handled by them. The number of letters treated for immediate delivery to stations and carriers as above was but a small part of the aggregate number prepared for immediate delivery during that period, and the aggregate was but an infinitesimal portion of the number addressed to offices of the first importance. Those prepared in excess of the number handled by railway postal clerks were separated by city distributors, sent out from certain post-offices to meet incoming trains, and no record of the number distributed by them appears in this report, because the work was not done by the Railway Mail Service. That which was handled by postal clerks represents the time they would otherwise have been unemployed while on duty, and in some instances clerical force that would not have been employed in the Railway Mail Service, but for this work. This is especially true of the lines running between Boston, Mass., and New York City, N. Y. The paramount duty of a railway postal clerk is to complete the distribution of the regular mail received by him; whatever time may remain to him after this has been accomplished can be employed upon the separation of city mail; consequently the extent of this class of work possible to railway postal clerks, under existing conditions, depends upon the quantity of ordinary mail they receive. The east-bound mails are always lighter than the west-bound, and as the lines must be provided with sufficient force to distribute the largest mail received, there is usually a reserve force on east-bound trips that can be utilized to separate the mails for stations or carrier routes, thus avoiding the delay in delivery involved in dispatching it to the main offices for the same treatment; but the east-bound mails fluctuate in quantity, and no one knows at the commencement of a trip whether it will be above or below the usual amount received on that day of the week. Sometimes some of the regular connections are lost, then more time can be given to city distribution; sometimes double connections are received; a publishing house sends out an unusual quantity of matter, or a business concern floods the mails with circulars or letters soliciting trade, then little or no time can be given to the preparation of city mails, for it would not be satisfactory to the Department or the public to delay the mails for one or more States a day in order to expedite the delivery of those addressed to a single great city.

There can be no doubt as to the desirability of disposing of the mails for commercial cities in the manner outlined, because such treatment would be of great advantage to the public, in that it would advance business transactions of all kinds materially—some of them a day at least and almost all several hours. It is not necessary that all the mails addressed to these large cities and dispatched by railway post-offices should be separated in transit; those brought in after the carriers have departed on their last tour for the day and a reasonable time before

they start on their first tour of the following day should be thrown into the main office for separation, but those received at other hours would be greatly expedited in delivery if so separated. Considering the fact that our clerks can devote some portion of their time to this work on east-bound trips it is the opinion of this office that the work can be performed more economically by the Railway Mail Service than by post-offices after it is systematized and the clerks become familiar with it, and I would suggest as a beginning that a list of the offices that would receive the greatest benefits from such advanced separation be prepared, that there be transferred from these post-offices to the Railway Mail Service a sufficient number of city distributors to insure the proper preparation of the mails for immediate delivery and that there be added to the appropriation for clerk hire whatever sum may be necessary to cover the salaries of those so transferred. This arrangement ought not to increase the expense of city distribution at any time, and after the railway postal clerks have acquired the knowledge necessary to work the mails the cost would not be as great as if the whole separation fell upon the post-offices, for it is assumed that the decrease in the number of city distributors employed in the offices affected would correspond to the increase of this class of work performed in railway post-offices.

IMPROVEMENTS.

Since September 30, 1893, more than 8,000 miles of new and improved car service have been added to that in existence on that date. This includes new lines of railway post-office cars and increased space upon those which had outgrown the facilities existing at that time. In full railway post-office cars the additions covered 968 miles of road. This increase was considerably less than for the preceding year, and, though not sufficient to cover the real needs of the public, was all that could be done under the appropriations for the fiscal years 1893 and 1894. The following are some of the most important lines upon which improvements were effected:

1893.—November 29, Boston and Springfield, Mass., and New York, N. Y., an additional daily line of 60-foot postal cars between Boston, Mass., and New Haven, Conn.

December 5, the extension of the Minneapolis, Minn., and Oakes, N. Dak., R. P. O. to Portal, N. Dak. This was a very important extension, as by it a new connection was obtained with the Canadian Pacific Railroad, which will prove of great advantage to the Dakotas for the interchange of correspondence with northwest Canada.

1894.—January 5, New York, N. Y., and Chicago, Ill., R. P. O. (Cleveland, Ohio, and Toledo, Ohio, Division), extend to Buffalo, N. Y., made necessary to better equip the New York and Chicago line between Buffalo, N. Y., and Chicago, Ill.

January 5, Savannah, Ga., and Jacksonville, Fla., R. P. O. New service via the Florida Central and Peninsula Railroad between Savannah, Ga., and Jacksonville, Fla.

February 3, St. Louis, Mo., and Texarkana, Ark., R. P. O., the substitution of a 50-foot line of postals for a 40-foot line to meet the demands for space for storage and distribution.

February 24, North McGregor, Iowa, and Chamberlain, S. Dak., R. P. O., the establishment of a 40-foot line of postal cars between North McGregor and Spencer, Iowa.

February 24, Sioux City, Iowa, and Omaha, Nebr., R. P. O., a new line of 40-foot postal cars.

March 4. Taking effect the foregoing date the Chicago and Northwestern Railroad made a change of schedule applicable to the line between Chicago, Ill., and Ashland, Wis., putting on a train due to leave Chicago at 3 a. m., arriving at Ashland at 5:50 p. m. With the view to improving the service in northern Wisconsin, the fast train above referred to was equipped with a full postal car and the line designated the Ashland and Chicago R. P. O. Since the establishment of this new line the railroad company has made a further change of schedule so as to reach Ishpeming, Mich., at about 4 p. m., in connection with the train leaving Chicago at 3 a. m. In order to afford the public the fullest benefits of the new schedules for the transmission of the mails a full postal car line has been established on the Chicago and Northwestern route between Chicago, Ill., and Ishpeming, Mich., leaving Chicago at 3 a. m., reaching Ishpeming at 4:05 p. m. In equipping the new line the Ashland and Chicago R. P. O. was curtailed to operate between Appleton and Ashland, Wis., with apartment car. This is the most important addition to the "fast mail" system which has been made in the northwest section of the country since the establishment of the "fast mail" via the Chicago, Milwaukee and St. Paul Railroad between Chicago, Ill., and Minneapolis, Minn. The Ishpeming and Chicago R. P. O. "fast mail" affords the most perfect service it has ever been possible to secure for the transmission of the mails to central and northern Wisconsin and the upper peninsula of Michigan. Connections are made at Chicago with the New York, N. Y., and Chicago, Ill., "fast mail," and it also receives the midnight collections of Chicago city mail, and provides for the receipt of the Chicago morning papers the day of publication at all offices on the Chicago and Northwestern route as far north as Ashland, Wis., and Ishpeming, Mich.

April 11 (by a change of schedule which took effect April 11) a new fast train was put on the Chicago and Northwestern Railroad between Chicago, Ill., and Marshalltown, Iowa, leaving Chicago at 3 a. m., reaching Marshalltown at 9:35 a. m., where it overtakes the train leaving Chicago the previous night at 10:40 p. m., the combined train arriving at Union Pacific transfer (n. o.), Iowa, at 5:05 p. m., making connection via Omaha, Nebr., with the "fast mail" trains for San Francisco, Cal., and Portland, Oreg. This constitutes a new "fast mail" between Chicago and the West via the Chicago and Cedar Rapids R. P. O. and the Cedar Rapids and Council Bluffs R. P. O., covering the distance between Chicago, Ill., and Omaha, Nebr., in the same time as the "fast mail" on the Chicago, Burlington and Quincy line. By the establishment of service on this new fast train a very great advantage to the mails in the direction of expedition has been secured. It is figured that the delivery of mail for northern Iowa and a portion of Illinois is advanced from three to twelve hours. Connection is made at Chicago with the New York, N. Y., and Chicago, Ill., R. P. O. "fast mail," and provision is made for the dispatch from Chicago of the accumulation of the city mail deposited between the hours of 10 p. m. and 2 a. m. destined for points in Iowa and Illinois served by the Chicago and Northwestern system. A very important item to the patrons of the mails growing out of this new "fast mail" train is the facility for the transmission of the Chicago morning papers, which may be received and read the day of publication at all points on the Northwestern route between Chicago, Ill., and Omaha, Nebr.

A further extension of the "fast mail system" has been possible in the northwestern country affecting northern and western Nebraska and western South Dakota traversed by the Chicago and Northwestern

Railroad. On October 28 a schedule change was made affording a new "fast mail" service from Chicago, Ill., to Deadwood, S. Dak., via Missouri Valley, Iowa, and Long Pine, Nebr. This new service is in connection with the Chicago and Cedar Rapids and Cedar Rapids and Council Bluffs R. P. O's "fast mail" and the Missouri Valley and Long Pine and Long Pine and Deadwood R. P. O's. The schedule of the "fast mail" heretofore run over the Chicago and Northwestern Railroad between Chicago, Ill., and Omaha, Nebr., was changed on the 28th instant so as to leave Chicago at 3 a. m. and arrive at Missouri Valley, Iowa, at 1:45 p. m.; leave Missouri Valley at 2 p. m., arrive at Fremont, Nebr., 3:30 p. m., at Long Pine, Nebr., 11:20 p. m., and at Deadwood, S. Dak., at 11 a. m. Time in transit, thirty-two hours. Under the schedule in force previous to the date last above mentioned this train left Chicago at 3 a. m., reaching Missouri Valley at 4 p. m., and left Missouri Valley the following morning at 8:50, reaching Fremont, Nebr., at 10:25 a. m.; Long Pine, Nebr., at 7:15 p. m., and arriving at Deadwood, S. Dak., at 8:40 a. m. Time in transit, fifty-three hours and forty minutes.

Under the arrangement of schedule in operation previous to the 28th instant, the "fast mail" leaving Chicago at 3 a. m., in connection with the New York and Chicago "fast mail," overtook, at Marshalltown, Iowa, the train which left Chicago the previous evening at 10:30, and they were there merged into one train, which had no connection with the Missouri Valley and Deadwood R. P. O., at Missouri Valley until the following morning at 8:40, at which hour the Missouri Valley and Deadwood R. P. O. departed from Missouri Valley, carrying only such mail from the East as was brought to it by a train leaving Chicago at 6:30 the previous evening, and as but one train is run each way daily over the Fremont, Elkhorn and Missouri Valley Railroad between Norfolk, Nebr., and Deadwood, S. Dak., distance of 475 miles, at least two-thirds of all the mail for that section was delayed about twenty-two hours en route. By the new schedule of the 28th instant, this part of the mail is advanced as much as it was delayed by the old schedule, and the third that was advanced then is only delayed in delivery now about four hours, and that for Deadwood and its tributaries but two hours and twenty minutes. In addition to this improvement the company now runs a train from Missouri Valley, Iowa, to Norfolk, Nebr., with a connection for Omaha that leaves Missouri Valley at 8:50 a. m., in connection with the 6:30 p. m. train from Chicago referred to, and arrives at Fremont, Nebr., at 10:30 a. m., and at Norfolk at 1:40 p. m., with a corresponding return train. This gives that portion of the Missouri Valley and Deadwood R. P. O. between Missouri Valley, Iowa, and Norfolk, Nebr., double daily service both ways.

Arrangements were also made for a connection with the new "fast mail" referred to to run from Missouri Valley, Iowa, via Fremont, Nebr., to Lincoln, Nebr., by which Lincoln and intermediate offices are provided with double daily R. P. O. service, which is of very material advantage to them. The advantage flowing from this last addition to the "fast mail" system of the Northwest can not at this early date be fully appreciated, but when the fact is considered that an advance of one full day is secured in the delivery of mails at Deadwood, S. Dak., and a corresponding advance possible for all points on the line of the Chicago and Northwestern Railway between Missouri Valley, Iowa, and Deadwood, it can be readily understood that the benefits accruing to the section of country affected will be estimated with difficulty at their proper value, as the fast train affords facilities which six months ago were not deemed among the possibilities for a long time to come.

By the quickened schedule of this new train the territory east from the northwestern border of Nebraska and the western boundary of South Dakota may be said to be amply provided with mail facilities, as a full and complete dispatch can be made of mails from Chicago at 3 a. m., embracing all matter deposited at Chicago up to 2 a. m., also including the mails from the New York and Chicago R. P. O. "fast mail," as well as providing for the dispatch of the Chicago morning papers, all of which are delivered at destination from twelve to twenty-two hours in advance of the schedule in operation previous to the 28th instant.

April 29. Commencing April 29, the Chicago, Rock Island and Pacific Railroad (Chicago and West Liberty R. P. O.) put on a fast train to compete with the new schedule by the Chicago and Northwestern line. This latter new fast train leaves Chicago at 3 a. m., and reaches Des Moines, Iowa, at 11:50 a. m., where it overtakes and combines with the train leaving Chicago the previous night at 10:10 p. m., the combined train arriving at Union Pacific Transfer (n. o.), Iowa, at 5:40 p. m., thus furnishing a valuable addition to the "fast-mail" system from Chicago for the West, providing for an early-morning dispatch of Chicago morning papers, which are delivered over the entire route to the western border of the State of Iowa by 5:40 p. m., besides making direct connection at Chicago with the New York, N. Y., and Chicago, Ill., R. P. O. "fast mail," and also receiving at Chicago the city mails deposited between the hours of closing for the 10:10 p. m., dispatch and 2 a. m. By this new fast train connection is made at Union Pacific Transfer (n. o.), Iowa, with the "fast-mail" via Omaha, Nebr., for San Francisco, Cal., and Portland, Oreg. These new "fast-mail" trains via the Chicago Northwestern and Chicago, Rock Island and Pacific railroads, together with the same character of service via the Chicago, Burlington and Quincy Railroad, furnish facilities for the expeditious transmission of the mails by three of the principal railroad systems of the Northwest, which, with their ramifying lateral connections, places the service on the routes mentioned in as near a perfect condition as could with reason be suggested.

April 25, Baltimore, Md., and Lexington, Va., R. P. O., the establishment of a short run between Harpers Ferry, W. Va., and Lexington, Va.

April 27, Pittsburg and West Brownsville, Pa., R. P. O., increased to double daily.

May 3, Portland, Me., and Boston, Mass., R. P. O., increased to triple daily.

May 19, Baltimore, Md., and Pittsburg, Pa., R. P. O., establishment of a short run between Cumberland, Md., and Pittsburg, Pa.

May 26, Fort Gratiot and Detroit, Mich., R. P. O., increased to double daily.

May 31, Texarkana, Ark., and Whitesboro, Tex., R. P. O., establishment of a short run between Texarkana, Ark., and Sherman, Tex.

June 11, Salamanca, N. Y., and Leavittsburg, Ohio, R. P. O., establishment of a short run between Salamanca, N. Y., and Meadville, Pa.

July 10, Wichita, Kans., and Fort Worth, Tex., R. P. O., service extended between Chickasha, Ind. T., and Fort Worth, Tex.

July 24, Monett, Mo., and Paris, Tex., R. P. O., extended between Fort Smith, Ark., and Paris, Tex.

1893.

New and improved railway post-office and apartment-car service from October 1 to December 31, 1893.

| Date. | Description. | Distance. |
|---------|--|---------------|
| | | <i>Miles.</i> |
| 1893. | | |
| Oct. 11 | Nordmont and Hartley Hall, Pa., R. P. O., extend to Laporte, Pa. (increase)..... | 7. 83 |
| 11 | Conway Springs and Larned, Kans., R. P. O., change to cover distance between Olcott and Iuka, Kans. (increase)..... | 19. 99 |
| 17 | Sandusky and Columbus, Ohio, R. P. O. (new)..... | 119. 33 |
| 20 | Kalspel, Mont., and Spokane, Wash., R. P. O. (new)..... | 251. 56 |
| 20 | Spokane and Seattle, Wash., R. P. O. (new)..... | 352. 59 |
| 26 | Augusta and Saundersville, Ga., R. P. O., extend to Tennille, Ga. (increase)..... | 3. 11 |
| 28 | Dickson and Kimmins, Tenn., R. P. O., extend to Mannie, Tenn. (increase)..... | 18. 30 |
| 31 | Hutchinson and Anthony, Kans., R. P. O., extend to Cameron, Kans. (increase)..... | 11. 59 |
| Nov. 7 | Edgemont, S. Dak., and Sheridan, Wyo., R. P. O. (new)..... | 222. 50 |
| 8 | Louisville, Ky., and St. Louis, Mo., R. P. O. (new)..... | 275. 59 |
| 8 | Cincinnati, Ohio, and Livingston, Ky., R. P. O. (new)..... | 155. 82 |
| 17 | Yates Center and Kiowa, Kans., R. P. O., extend to Kansas City, Mo. (increase)..... | 128 |
| 18 | Grafton and Bellington, W. Va., R. P. O., extend to Elkins, W. Va. (increase)..... | 17. 60 |
| 18 | Clarksburg and Buckhannon, W. Va., R. P. O., extend to Pickens, W. Va. (increase)..... | 34. 80 |
| 18 | Clarksburg and Sutton, W. Va., R. P. O., extend to Lanes Bottom, W. Va. (increase)..... | 40. 10 |
| 28 | Jacksonville and Eau Gallie, Fla., R. P. O., extend to Sebastian, Fla. (increase)..... | 25 |
| 29 | Boston and Springfield, Mass., and New York, N. Y., additional daily 60-foot postal line between Boston, Mass., and New Haven, Conn. (new)..... | 144. 79 |
| Dec. 2 | Sterling and Rock Island, Ill., R. P. O., change to commence run at Savanna, Ill. (new)..... | 18. 20 |
| 4 | Grand Rapids, Mich., and La Crosse, Ind., R. P. O., extend to Chicago, Ill., making additional service between New Buffalo, Mich., and Chicago, Ill. (increase)..... | 65 |
| 4 | Rochester and Corning, N. Y., R. P. O., extend to Elmira, N. Y. (increase)..... | 16. 84 |
| 5 | Minneapolis, Minn., and Osaka, N. Dak., R. P. O., extend to Portal, N. Dak. (new)..... | 265 |
| 8 | Preston, Idaho, and Cache Junction, Utah, R. P. O., extend to Ogden, Utah (increase)..... | 49. 25 |
| 11 | Townsend, Del., and Centerville, Md., R. P. O., increase to double daily (new)..... | 35. 21 |
| 11 | Harrington and Lewes, Del., R. P. O., increase to double daily (new)..... | 40. 79 |
| 11 | Clayton, Del., and Easton, Md., R. P. O., increase to double daily (new)..... | 44. 52 |
| 13 | Mulvane, Kans., and Panhandle, Tex., R. P. O., extend to Wichita, Kans. (increase)..... | 16. 82 |

SUMMARY.

| | <i>Miles.</i> | <i>Miles.</i> |
|--|---------------|---------------|
| New railway post-office car service..... | 144. 79 | |
| Improved railway post-office car service..... | | 144. 79 |
| New apartment-car service..... | 1, 772. 11 | |
| Improved apartment-car service..... | 454. 23 | 2, 226. 34 |
| Total new and improved service between October 1 and December 31 | | 2, 371. 03 |

New and improved railway post-office and apartment-car service in 1894.

| Date. | Description. | Distance. |
|--------------|---|------------------------|
| 1894. | | |
| Jan. 4 | Claremont, N. H., and Lowell, Mass., R. P. O., short run between Claremont, N. H., and Concord, N. H. (new)..... | <i>Miles.</i> 54.90 |
| 5 | New York, N. Y., and Chicago, Ill., R. P. O., Cleveland, Ohio, and Toledo, Ohio, Div., extend to Buffalo, N. Y. (new)..... | 183 |
| 5 | Buffalo, N. Y., and Emporium, Pa., R. P. O., short run between Buffalo and Olean, N. Y. (new)..... | 70.04 |
| 9 | Morgantown and Fairmont, W. Va., R. P. O., increase to double daily (new)..... | 25.88 |
| 16 | Toledo and Kenton, Ohio, R. P. O., extend to Columbus, Ohio (increase)..... | 60.42 |
| 18 | Washington and Tarboro, N. C., R. P. O. (new)..... | 42.97 |
| 21 | Macon, Ga., and Palatka, Fla., R. P. O., increase to double daily (new)..... | 286.43 |
| 25 | Savannah, Ga., and Jacksonville, Fla., R. P. O. (new)..... | 140 |
| Feb. 2 | Roanoke and Opelika, Ala., R. P. O., extend to Columbus, Ga. (increase)..... | 28.50 |
| 3 | St. Louis, Mo., and Texarkana, Ark., R. P. O., 50 feet postals in lieu of 40 feet line..... | 482.75 |
| 10 | Cheneyville and La Fayette, La., R. P. O., extend to Alexandria, La. (increase)..... | 24.10 |
| 12 | Jacksonville and Sebastian, Fla., R. P. O., extend to Fort Pierce, Fla. (increase)..... | 20.01 |
| 15 | Garretson and Yankton, S. Dak., R. P. O. (new)..... | 80.84 |
| 19 | Rosenberg and Cuero, Tex., R. P. O., extend to Houston, Tex. (increase)..... | 35.46 |
| 23 | Blaine and Seattle, Wash., R. P. O., extend to Sumas City, Wash. (increase)..... | 1.18 |
| 24 | Hub, N. C., and Conway, S. C., R. P. O. (new)..... | 50.13 |
| 24 | Waycross, Ga., and Montgomery Ala., R. P. O., extend short run from Bainbridge, Ga., to Montgomery, Ala., making double daily service through (increase)..... | 174 |
| 24 | North McGregor, Iowa, and Chamberlain, S. Dak., R. P. O., 40-foot postal line between North McGregor and Spencer, Iowa (new)..... | 216.30 |
| 24 | Sioux City, Iowa, and Omaha, Nebr., R. P. O., 40-foot postal line (new)..... | 123.40 |
| Mar. 2 | Kansas City, Mo., and Sulphur Springs, Ark., R. P. O., extend to Siloam Springs, Ark. (increase)..... | 24.50 |
| 5 | Wilmington, N. C., and Florence, S. C., R. P. O., extend to Columbia, S. C. (increase)..... | 87 |
| 7 | Fargo and Lamoure, N. Dak., R. P. O., extend to Edgeley N. Dak. (increase)..... | 20.79 |
| 9 | Ashland and Milwaukee, Wis., R. P. O., extend to Chicago, Ill. (increase)..... | 85 |
| 9 | Isipeming, Mich., and Chicago, Ill., R. P. O., extend short run via Sheboygan, Mich. (increase)..... | 22.70 |
| 9 | Powers, Mich., and Florence, Wis., R. P. O., extend to Hurley, Wis. (increase)..... | 119.75 |
| 12 | Jacksonville and Fort Pierce, Fla., R. P. O., extend to Palm Beach, Fla. (increase)..... | 85.91 |
| 15 | Wellston and Springfield, Ohio, R. P. O., extend to Lima, Ohio (increase)..... | 71.30 |
| 22 | Palatka and Brooksville, Fla., R. P. O., short run between Palatka and Leesburg, Fla. (new)..... | 105.63 |
| 27 | Wilmington and Newbern, N. C., R. P. O. (new)..... | 87.90 |
| Apr. 3 | Pittsburg and Fairchance, Pa., R. P. O., increase to double daily (new)..... | 75.84 |
| 3 | Rumford Falls and Mechanic Falls, Me., R. P. O., extend to Lewiston, Me. (increase)..... | 16.05 |
| 4 | Buda and Canton, Ill., R. P. O., extend to Rushville, Ill. (increase)..... | 45.81 |
| 7 | Denver, Colo., and Fort Worth, Tex., R. P. O., short run between Fort Worth and Quanah, Tex. (new)..... | 191 |
| 10 | Chicago, Ill. and Cedar Rapids, Iowa, R. P. O., additional service by train 15, "fast mail," (new)..... | 220.40 |
| 13 | Tennille and Dublin, Ga., R. P. O., increase to double daily (new)..... | 36 |
| 13 | Manchester and Cedar Rapids, Iowa, R. P. O., increase to double daily (new)..... | 42.40 |
| 17 | Tallulah Falls and Cornelia, Ga., R. P. O. (new)..... | 20.93 |
| 19 | Owensboro and Horse Branch, Ky., R. P. O. (new)..... | 42.48 |
| 25 | Baltimore, Md., and Lexington, Va., R. P. O., short run between Harpers Ferry, W. Va., and Lexington, Va. (new)..... | 165.38 |
| May 27 | Pittsburg and West Brownsville, Pa., R. P. O., increase to double daily (new)..... | 54.34 |
| 3 | Portland, Me., and Boston, Mass., R. P. O., increase to triple daily (new)..... | 116.70 |
| 3 | Elora, Tenn., and Attalla, Ala., R. P. O. (new)..... | 94.50 |
| 3 | Kempton and Bloomington, Ill., R. P. O., extend to Kankakee, Ill. (new)..... | 28.51 |
| 3 | Clinton and Iowa City, Iowa, R. P. O., extend to Cedar Rapids, Iowa (increase)..... | 14.34 |
| 4 | Rumford Falls and Lewiston, Me., R. P. O., increase to double daily (new)..... | 57.91 |
| 4 | Cookeville and Lebanon, Tenn., R. P. O., extend to Monterey, Tenn. (increase)..... | 18.01 |
| 10 | San Francisco and Santa Margarita, Cal., R. P. O., extend to San Luis Obispo, Cal. (increase)..... | 17.29 |
| 19 | Baltimore, Md., and Pittsburg, Pa., R. P. O., short run between Cumberland, Md., and Pittsburg, Pa. (new)..... | 150 |
| 24 | Woodville, Miss., and Slaughter, La., R. P. O. (new)..... | 41.73 |
| 26 | Fort Gratiot and Detroit, Mich., R. P. O., increase to double daily (new)..... | 34 |
| 26 | Lancaster, N. H., and Boston, Mass., R. P. O., extend short run to Woodville, N. H. (increase)..... | 41.79 |
| 31 | Texarkana, Ark., and Whitesboro, Tex., R. P. O., short run between Texarkana, Ark., and Sherman, Tex. (new)..... | 155.35 |
| June 6 | Manila, Iowa, and Yankton, S. Dak., R. P. O. (new)..... | 151 |
| 6 | Morgantown and Fairmont, W. Va., R. P. O., extend to Connellsville, Pa. (increase)..... | 70.40 |
| 9 | Wilkesbarre and Ricketts, Pa., R. P. O. (new)..... | 39.79 |
| 9 | Towanda and Lopez, Pa., R. P. O., extend to Ricketts, Pa. (increase)..... | 5.42 |
| 11 | Salamanca, N. Y., and Leavittsburg, Ohio, R. P. O., short run between Salamanca, N. Y., and Meadville, Pa. (new)..... | 102 |
| 16 | Kenedy and Corpus Christi, Tex., R. P. O., extend to San Antonio, Tex. (increase)..... | 60.47 |
| 19 | Wheeling and Huntington, W. Va., R. P. O., extend to Kenova, W. Va. (increase)..... | 8.76 |
| 20 | New York, N. Y., and Gladstone, N. J., R. P. O. (new)..... | 45.30 |
| 21 | Rayville, La., and Natchez, Miss., R. P. O., extend to Bastrop, La. (increase)..... | 25 |
| 24 | Norfolk, Va., and Hamlet, N. C., R. P. O., extend to Charlotte, N. C. (increase)..... | 77 |

New and improved Railway post-office and apartment-car service in 1894—Continued.

| Date. | Description. | Distance. |
|---------|---|---------------|
| 1894. | | <i>Miles.</i> |
| June 25 | Houlton and Milo Junction, Me., R. P. O. (new)..... | 100.93 |
| 28 | Leavenworth and Meriden Junction (n. o.), Kans., R. P. O. (new)..... | 47.07 |
| July 3 | Tellico Plains and Athens, Tenn., R. P. O., (new)..... | 23.90 |
| 10 | Wichita, Kans., and Fort Worth, Tex., R. P. O., extend between Chickasha, Ind. T., and Fort Worth, Tex. (increase)..... | 177.42 |
| 10 | Port Austin and Port Huron, Mich., R. P. O., extend to Grindstone City, Mich. (new)..... | 4.97 |
| 10 | Port Townsend, Wash., and Sitka, Alaska, R. P. O., extend to Seattle, Wash. (increase)..... | 70 |
| 16 | Aberdeen and Candor, N. C., R. P. O. (new)..... | 25.36 |
| 24 | Monett, Mo., and Paris, Tex., R. P. O., extend between Fort Smith, Ark., and Paris, Tex. (increase)..... | 169.23 |
| 26 | Manhattan and Burlingame, Kans., R. P. O., extend to Topeka, Kans. (increase)..... | 28.30 |
| 30 | New London, Conn., and Sag Harbor, N. Y., R. P. O. (new)..... | 39.25 |
| Aug. 13 | Lockhart and Yoakum, Tex., R. P. O. (new)..... | 65.78 |
| 27 | Denison and Taylor, Tex., R. P. O., extend to Smithville, Tex., (new)..... | 50.70 |
| 27 | Houston and Taylor, Tex., R. P. O., change run to end at Marcus, Tex. (increase)..... | .35 |
| 28 | Loup City and Grand Island, Nebr., R. P. O., change run to cover service between Boelus and Pleasanton, Nebr. (increase)..... | 22.10 |
| Oct. 9 | St. Joseph, Mo., and Topeka, Kans., R. P. O. (new)..... | 90 |
| 12 | Beatrice, Nebr., and Manhattan, Kans., R. P. O., extend to Lincoln, Nebr. (increase)..... | 39.70 |
| 12 | Cameron, Mo., and Atchison, Kans., R. P. O., extend to Leavenworth, Kans. (increase)..... | 27 |

RECAPITULATION.

| | <i>Miles.</i> |
|--|---------------|
| New railway post-office car service..... | 234.40 |
| Improved post-office car service..... | 589.05 |
| New apartment car service..... | 3,468.50 |
| Improved apartment car service..... | 1,808.94 |
| Total for 1894..... | 6,100.98 |
| Total for 1893..... | 2,371.13 |
| Grand total..... | 8,472.11 |

ESTIMATES AND EXPENDITURES.

The number of railway postal clerks on the roster of the Department June 30, 1894, was 6,852; on the corresponding date of the previous year, 6,645, showing an increase of 207, or 3.02 per cent, for the year. The amount expended for salaries during the fiscal year ended June 30, 1894, was \$6,871,926.99, including the estimated sum of \$4,285.30 to cover vouchers, etc., not yet audited. The amount appropriated for salaries for the fiscal year was \$6,894,000, leaving an unexpended balance of \$22,073.01.

The following statement shows the amount of expenditures and per cent of increase by quarters for the period from January 1, 1892, to September 30, 1894:

| Quarter ending— | Expenditures. | Amount of increase. | Increase. |
|-------------------------|----------------|---------------------|------------------|
| | | | <i>Per cent.</i> |
| March 31, 1892..... | \$1,599,681.12 | \$25,225.69 | 1.60 |
| June 30, 1892..... | 1,615,588.61 | 15,907.49 | .99 |
| September 30, 1892..... | 1,630,091.56 | 14,502.95 | .91 |
| December 31, 1892..... | 1,648,168.88 | 18,077.32 | 1.11 |
| March 31, 1893..... | 1,664,937.33 | 16,768.45 | 1.02 |
| June 30, 1893..... | 1,687,125.59 | 22,188.26 | 1.33 |
| September 30, 1893..... | 1,697,583.02 | 10,457.43 | .62 |
| December 31, 1893..... | 1,706,339.00 | 8,755.98 | .51 |
| March 31, 1894..... | 1,723,627.28 | 17,288.28 | 1. |
| June 30, 1894..... | 1,744,377.69 | 20,750.44 | 1.19 |
| September 30, 1894..... | 1,758,712.90 | 14,335.30 | .82 |
| Average..... | | | 11.10 |
| | | | 1.01 |

From the above table it appears that, for the past eleven quarters, the average quarterly increase in expenditures on account of salaries was 1.01 per cent. For the four quarters ending September 30, 1894, the average amounted to 0.88 per cent. This decrease was owing mainly to the fact that authorizations for the establishment of new lines of railway post-offices were almost totally suspended during the greater part of the year under review, and also to the fact that the general business outlook did not seem to warrant any further immediate increase. It was therefore deemed advisable to suspend action on recommendations for the extension of service, which, under other conditions, would have received immediate attention. But as there are at present indications of a general revival of business, I am inclined to the opinion that for the ensuing fiscal year the general average for the past eleven quarters, namely, 1 per cent, had better be adhered to as a basis for the estimate, and, in order to ascertain the amount needed for the fiscal year ending June 30, 1896, we take this average quarterly increase, and by applying it to the fiscal year ending June 30, 1895, we have the following:

| | |
|--|-------------------|
| Amount expended quarter ended September 30, 1894 | \$1, 758, 712. 99 |
| Estimate for quarter ending December 31, 1894 | 1, 776, 300. 12 |
| Estimate for quarter ending March, 31, 1895 | 1, 794, 063. 12 |
| Estimate for quarter ending June 30, 1895 | 1, 812, 003. 75 |

Estimated expenditure for the fiscal year 1895

7, 141, 079. 98

Assuming that the expenditure for the quarter ending June 30, 1895, will be \$1,812,003.75, and applying the estimated quarterly increase of 1 per cent as before, we have the following as the probable cost for the fiscal year ending June 30, 1896:

Estimate for quarter ending—

| | |
|--------------------------|-------------------|
| September 30, 1895 | \$1, 830, 123. 03 |
| December 31, 1895 | 1, 848, 424. 26 |
| March 31, 1896 | 1, 867, 908. 50 |
| June 30, 1896 | 1, 886, 587. 58 |

Estimated expenditure for the fiscal year 1896

7, 433, 043. 37

I have therefore the honor to recommend that the sum of \$7,433,000 be appropriated for salaries of railway postal clerks for the fiscal year ending June 30, 1896.

ESTIMATES FOR RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office car service, exclusive of the gross amount accrued to Pacific roads and branches for the fiscal year ended June 30, 1894, was \$2,941,000; amount expended \$2,921,957.18, leaving an unexpended balance of \$19,042.82.

By adding to the above expenditure of \$2,921,957.18, the amount accrued to Pacific roads, namely, \$272,000.34, we find the total cost for railway post-office cars for the year to have been \$3,193,957.52, being an increase of \$146,350.88, or 4.60 per cent over the amount of cost for the fiscal year ended June 30. 1893.

The growth of this branch of the service from July 1, 1881, to June 30, 1894, is shown in the following statement:

| Fiscal year ended June 30— | Amount of appropriation. | Amount expended. | Expenditures. | | Per cent. | | Gross amount accrued to Pacific roads. |
|----------------------------|--------------------------|------------------|---------------|-------------|-----------|-----------|--|
| | | | Increase. | Decrease. | Increase. | Decrease. | |
| 1881 | \$1,366,000.00 | \$1,268,221.00 | \$126,676.81 | ..... | 11.09 | ..... | \$110,381.23 |
| 1882 | 1,426,000.00 | 1,317,242.23 | 49,020.73 | ..... | 3.86 | ..... | 124,373.66 |
| 1883 | 1,526,000.00 | 1,463,086.85 | 165,844.62 | ..... | 12.59 | ..... | 131,690.17 |
| 1884 | 1,573,000.00 | 1,585,597.29 | 102,510.44 | ..... | 6.89 | ..... | 135,790.20 |
| 1885 | 1,625,000.00 | 1,716,437.13 | 130,839.84 | ..... | 8.25 | ..... | 134,342.02 |
| 1886 | 1,765,026.00 | 1,692,025.30 | ..... | \$24,411.83 | ..... | 1.42 | 123,873.60 |
| 1887 | 1,808,000.00 | 1,713,391.92 | 21,366.82 | ..... | 1.20 | ..... | 126,375.21 |
| 1888 | 1,934,560.00 | 1,822,964.37 | 109,572.45 | ..... | 6.38 | ..... | 128,237.62 |
| 1889 | 2,053,643.60 | 1,991,066.61 | 168,102.24 | ..... | 9.22 | ..... | 141,646.50 |
| 1890 | 2,260,000.00 | 2,207,151.01 | 216,084.40 | ..... | 10.81 | ..... | 241,405.75 |
| 1891 | 2,510,000.00 | 2,450,819.13 | 243,668.12 | ..... | 11.40 | ..... | 236,237.05 |
| 1892 | 2,731,000.00 | 2,595,002.76 | 144,183.63 | ..... | 5.88 | ..... | 257,816.95 |
| 1893 | 2,809,750.00 | 2,795,589.40 | 200,586.64 | ..... | 7.73 | ..... | 252,017.24 |
| 1894 | 2,941,000.00 | 2,921,957.18 | 126,367.78 | ..... | 4.33 | ..... | 272,000.34 |

The annual rate of cost of railway post-office car lines (exclusive of the amount to be credited to the subsidized Pacific roads) on July 1, 1894, was \$2,933,203.11.

To the annual rate of cost of lines in operation on June 30, 1894, should be added the sum of \$12,742.50, to cover the cost of lines authorized during the fiscal year ended on that date, but which had not been put into operation until after the beginning of the fiscal year ending June 30, 1895.

When the estimates for the current fiscal year were made, which was about a year ago, there were additional recommendations on file from division superintendents for new car lines and extensions of old ones, amounting in cost to \$330,311.75, but the then existing business depression did not seem to warrant any very material extension of the service, and consequently the estimates for the fiscal year beginning July 1, 1894, were reduced to the lowest possible limit by excluding from the estimate the additional lines referred to, as it was believed that suspension of action in most of these cases for another year would result in no very serious detriment to the service. As there are now strong indications of a revival of trade, it is but reasonable to assume that before the close of the fiscal year for which this estimate is made most, if not all, of the increased car space covered by the recommendations referred to will be needed, in order to keep pace with the normal increase of postal business of the country. By curtailing the list somewhat the annual rate of cost for the remainder has been reduced to \$270,000; but inasmuch as all of this service is not likely to be put into operation immediately after the beginning of the ensuing fiscal year, I am of the opinion that \$240,000, with \$20,000 added for such additional lines as the exigencies of the service may imperatively demand during the fiscal year ending June 30, 1896, will be sufficient.

With these amounts added the total sum required is \$3,205,945.61, being an increase of \$205,945.61 over the appropriation for the current fiscal year.

I have therefore the honor to recommend that the sum of \$3,205,000 be appropriated for railway post-office cars (exclusive of lines on subsidized Pacific roads) for the fiscal year ending June 30, 1896.

CONCLUSION.

To the officers and clerks who have performed their duties so thoroughly as to make possible the magnificent record of this year I extend congratulations; to those who have been afflicted, sympathy, and to those who were exposed to great dangers and required to perform unusual and excessive labor during washouts and disturbances of the year, sincere thanks. All connected with the service understand that in quality it moves, and that but one direction is satisfactory to those dependent upon it as well as to the head of the Department; therefore, let your watchword be in the future, as in the past, forward; only let it ring out so clearly that those who could have done better than they did will feel it thrill through their veins and stir them to greater activity and interest. We must gain in efficiency each year, and we can if we study, are faithful, and determined.

Very respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. CHARLES NEILSON,
Second Assistant Postmaster-General.

CASUALTIES.

July 4, 1893.—McCook and Denver R. P. O., train 6, ran into an open switch at Roggen, Colo., at 9:50 a. m. Clerk M. J. Haley was slightly injured. No mails lost or damaged.

July 6, 1893.—Texarkana and Laredo R. P. O., train 1, was stopped by train robbers near Palestine, Tex., at 8:50 p. m. Robbers did not enter the mail car. Delayed thirty minutes.

July 8, 1893.—Knobel and Helena R. P. O., train 66, was derailed at Loulyma, Ark., by striking a bull. Engine, baggage, and mail car left the track. No damage to mail or mail car. Clerk uninjured. Delayed nineteen hours.

July 11, 1893.—Terre Haute and Peoria R. P. O., train 1, was run into at Atlanta, Ill., at 1:05 p. m., by a freight train. All mail was thrown from the cases and scattered about the car. Some mail was slightly damaged by water from the water tank, but none lost or destroyed. Clerk not injured.

July 14, 1893.—Columbus and Kansas City R. P. O., train 12, ran into an open switch at Sugar Lake, Mo., at 7:40 p. m., badly wrecking the train and damaging the mail apartment car. Clerk A. M. Phelps was slightly injured.

July 16, 1893.—Shreveport and Houston R. P. O., train 2. At 9:15 a. m., a difficulty arose between a passenger on the train and some resident of Logansport, during which a shotgun was discharged, the load passing into the mail car and one shot striking Clerk H. M. Bradley in the arm, slightly injuring him.

July 23, 1893.—Boston, Providence and New York R. P. O., train 101, was wrecked at Dodgeville, Mass., at 12:46 a. m., by striking a freight car on a side track. Clerk C. J. Miller was instantly killed. Clerks E. C. Marfey and Robert A. Gray seriously injured, and Clerks C. D. Buckingham and G. W. Hodgkins slightly so. The forward postal car was demolished and the rear car considerably damaged. The mail was badly mixed, but none lost or seriously damaged. The pouches and sacks were badly torn and many were rendered useless.

July 26, 1893.—Nashville and Montgomery R. P. O., train 4, was wrecked about 14 miles south of De Ray, Tenn., about 4:30 a. m., by colliding with two freight cars. The mail car completely overturned. Clerks C. L. Hughes and R. M. Landy were seriously injured. No mail lost or damaged.

July 29, 1893.—Williamsport and Pottsville R. P. O., train 5, collided with the rear end of freight train at Lewisburg, Pa., about 4:10 p. m. Clerk W. F. Kirwan jumped from the train before the accident occurred and was seriously injured.

July 30, 1893.—Denver and Glenwood Springs R. P. O., train 4, was derailed about 1 mile east of Cotopasi, Colo., at 6:45 p. m. Engine, mail and express cars left the track. The front platform of mail car was entirely demolished. No mail lost or damaged. Clerks not injured.

August 2, 1893.—Kansas City and Pueblo R. P. O., train 6, collided with an engine at Nickerson, Kans., at 12:45 a. m., wrecking the postal car. The letter mail was thrown out of car and badly mixed, but none lost or damaged. Clerks not injured.

August 3, 1893.—Minot and Butte City R. P. O., train 4, was derailed at Culbertson, Mont., at 5:45 a. m. No mail lost or damaged. Clerk not injured. Delayed two hours.

August 3, 1893.—Macon and Birmingham R. P. O., train 4, was wrecked at Avondale, Ala., by colliding with a freight train. No mail lost, damaged, or destroyed. Clerk E. S. Richardson was slightly injured.

August 4, 1893.—Toledo and Wheeling R. P. O., train 5, was wrecked near Ironville at 8 a. m., by engine being derailed in passing over a frog. The mail apartment car went over the top of the engine and fell on its side, throwing all the letters out of the case. No mail lost, but most of it was damaged by water, oil, and dirt. Car badly damaged. Clerk not injured.

August 5, 1893.—Colorado Springs and Aspen R. P. O., train 6, ran into a washout near Fishers Station at 8:35 p. m. and was wrecked. The mail car was derailed. Nine registered packages were damaged by oil from the lamps. No mail lost or destroyed. Clerk O. M. Dickinson was slightly injured. Delayed seven hours and forty minutes.

August 5, 1893.—Denver and Silver Plume R. P. O., train 381, collided with train 384, same line, at Guy Gulch, at 9:21 a. m. Mail car somewhat damaged. No mail lost or damaged and clerk not injured.

August 5, 1893.—St. Louis and Kansas City R. P. O., train 1, collided with freight train about 3:28 p. m., at Sedalia, Mo. Front platform and steps of postal car were badly damaged. Clerks not injured. Delayed fifty-three minutes.

August 6, 1893.—St. Joseph and Grand Island R. P. O., train 4, was derailed at Axtell, Kan., about 2:32 p. m., caused by defective switch. No mail lost or damaged. Clerk not injured. Delayed eight and one-half hours.

August 6, 1893.—St. Louis and Kansas City R. P. O., train 8, collided with rear end of freight train between Lees Summit and Little Blue, Mo., at 10:20 p. m. No damage to mail or postal cars. Clerk W. H. Bridges was slightly injured. Delayed seven hours and fifty-five minutes.

August 7, 1893.—Salida and Silverton R. P. O., train 406, was struck by a landslide about 1 mile east of Osier, Colo. Mail car slightly damaged. No mail lost or damaged. Clerk James S. Horney was slightly injured.

August 8, 1893.—Des Moines and Leon R. P. O., train 1, was derailed between Osceola and Groveland, Iowa, at 11:30 a. m. The engine and mail apartment car were overturned. No mails lost, but some of the letter mail was slightly injured by oil from car lamps. Clerk not injured.

August 11, 1893.—Minot and Butte City R. P. O., train 3, was wrecked in the railroad yards while entering Havre, Mont., about 7:30 a. m., by colliding with a freight train. Mail apartment badly damaged. No mail or equipment was lost or damaged. Clerk uninjured.

August 12, 1893.—Downingtown and Lancaster R. P. O., train 454, was wrecked at Honeybrook, Pa., about 4:15 p. m., by colliding with a train running in the opposite direction. No damage to mails or mail car. Clerk E. Mentzer was slightly injured.

August 14, 1893.—North Fair Haven and Sayre R. P. O., train 136, was wrecked about 2 miles north of Berkshire, N. Y., about 10 a. m. Clerk A. E. Denel was slightly injured. No mails lost or damaged.

August 14, 1893.—Danville and Shelbyville R. P. O., train 86, collided with a freight train near Indianola, Ill., at 8:50 a. m. No mails lost or damaged, and clerk not injured.

August 15, 1893.—St. Paul and Minot R. P. O., train 3, was partially wrecked by colliding with a freight train in the railroad yards at Fergus Falls, Minn., at 3 a. m. No mail or equipment was lost or damaged. Clerks not injured. Delayed four hours.

August 16, 1893.—Chattanooga and Gadsden R. P. O., train 2, jumped the track near Kensington, Ga., disabling trucks under mail car. No mail lost or damaged. Clerks not injured. Delayed one hour.

August 16, 1893.—San Francisco, Mendota and Los Angeles R. P. O., train 17, collided with a freight car at Pinole Station, at 6:35 p. m. Clerks not injured. A small portion of the mail was damaged by being saturated with oil from two lamps which were torn from their fastenings.

August 17, 1893.—Fort Madison and Ottumwa R. P. O., train 1, was derailed near Ottumwa, Iowa., at 12:48 p. m., caused by a broken flange on locomotive. No mails lost or damaged. Clerks not injured.

August 19, 1893.—Benson and Nogales R. P. O., train 1, was derailed 5 miles south of Huachuca Station, Ariz., at about 9:25 a. m. The letter-case was torn from its fastenings and the mail scattered on the floor, but none lost or damaged. Clerk not injured. Delayed five hours and thirty-eight minutes.

August 21, 1893.—Butte City and Ogden R. P. O., train 2, while standing on the depot track at Pocatello, Idaho, the engine backed against the postal car with such force as to knock clerk Ned O. Nye from his feet, slightly injuring him.

August 23, 1893.—Ogden and San Francisco R. P. O., train 1, at 1 p. m., when between Beowawe and Battle Mountain, Nev., the storage car was discovered to be on fire and before it could be extinguished eight sacks and a few papers were burned. The fire is supposed to have been caused by a spark from the engine.

August 24, 1893.—Atlanta and Brunswick R. P. O., train 12, was wrecked in the yard at Jesup, Ga., by colliding with an express train. Postal car badly damaged. Clerk unhurt. Some mail slightly damaged by oil from the lamps.

August 25, 1893.—Birmingham and Memphis R. P. O., train 5, was derailed in the city limits at Memphis, Tenn. No damage to mail car or clerk. Delayed about two hours.

August 27, 1893.—Champion and Milwaukee R. P. O., train 2, was derailed and wrecked 2 miles north of Amberg, Wis., at 8:20 p. m. Mail car badly damaged. The mail was soiled and damaged by oil and water, but none lost or destroyed. Clerk not injured. Delayed about fifteen hours.

August 28, 1893.—New York and Washington R. P. O., train 78, collided with a tree which had fallen across the track about 1 mile south of Stemmers Run, Md., about 2 a. m. Car not damaged and clerk unhurt. Delayed one hour and thirty minutes.

August 28, 1893.—Chicago and Louisville R. P. O., train 5, was derailed by spreading rails at Harristown, Ind., about 6:35 p. m. Clerks not injured. The mail was damaged considerably by oil and water from the engine. The postal car was badly damaged.

August 29, 1893.—Kansas City and Bowie R. P. O., train 2, ran into a herd of cattle near Minnehah, Ind. T., about 2:30 a. m., derailing mail car. No mail lost or damaged. Clerks not injured.

August 30, 1893.—Chicago, Savanna and Cedar Rapids R. P. O., train 25, collided with a freight train at Elk River Junction, Iowa, at 8 p. m. The mail car was badly damaged. No mail lost or injured, and clerks unhurt.

August 31, 1893.—Palestine and Galveston R. P. O., train 6, was wrecked near Houston, Tex., at 10:20 p. m. Engine and mail car turned over. Mail car demolished and mail badly damaged by oil and water. Clerk D. Egbert, jr., was slightly injured.

September 1, 1893.—Topeka and Fort Scott R. P. O., train 285, on arrival at Richland Junction, Kans., about 3:30 p. m., was cut in two to set out a freight car. In some manner the rear end of train was lost control of and ran into front part of it. No damage to mail car or mail. Clerk H. L. Dunlap was slightly injured.

September 2, 1893.—Pittsburg and Cincinnati R. P. O., train 6; the postal car, while standing at head of train in the Columbus yards, was run into by some empty freight cars and badly damaged. Clerk O. T. Mitchell was thrown against pouch rack and seriously injured. Clerk A. T. Matlack was slightly injured.

September 5, 1893.—Chicago and Cincinnati R. P. O., train 10, collided with a freight train at Batesville, Ind., at 5 a. m. The postal car was demolished and the mails damaged by being saturated with oil and water. Clerk L. A. Wetzler and City Distributor Frank N. Beatty were seriously injured.

September 5, 1893.—Columbus and Charleston R. P. O., train 2, collided with engine having no one on board about 1 mile south of Point Pleasant, W. Va. Clerk G. L. Hays was slightly injured. The postal car was damaged by having a hole knocked in one end. No mail lost or damaged.

September 5, 1893.—Baltimore and Grafton R. P. O., train 4, was derailed and wrecked at 9:30 p. m., at Rowlesburg, W. Va., by striking some cattle. The postal car was thrown on its side and badly damaged. No mail lost or damaged. Clerks not injured.

September 5, 1893.—Chicago and Evansville R. P. O., train 1, ran into an open switch between Rossville and Alvin, Ill., at 12:20 p. m. Mail apartment car was badly damaged. No mail lost or damaged. Clerk not injured.

September 7, 1893.—Omaha and Jansen R. P. O., train 7, collided with a freight train 4 miles west of Albright Station, Nebr., at 6:23 a. m. Postal car badly wrecked. No mails lost or damaged. Clerk J. A. Miller was slightly injured.

September 7, 1893.—St. Paul and Oakes R. P. O., train 66, was derailed three-fourths of a mile west of Loretto, Minn., at 3:37 p. m. Mail car slightly damaged. No mail lost or damaged. Clerk not injured. Delayed four hours.

September 7, 1893.—Fairmont and Chester R. P. O., train 106, collided with a freight train at 10:15 a. m., near Belvidere, Nebr. No mails lost or damaged. Clerk uninjured.

September 7, 1893.—Evansville and Providence R. P. O., train 69, ran into an open switch at Earlington, Ky., about 5 p. m., and collided with switch engine. No mails lost or damaged. Clerk C. B. Kingman was seriously injured.

September 9, 1893.—Kansas City and Pueblo R. P. O., train 114, ran into a freight car at Emporia, Kans., at 11:25 a. m. Mail apartment slightly damaged. No mail lost or destroyed. Clerk uninjured.

September 11, 1893.—Pulaski City and Monarat R. P. O., train 35, one of the wheels on apartment car broke 4 miles east of Monarat, Va., at 11:45 a. m., rendering car unfit for further use. No mail lost or destroyed. Clerk uninjured.

September 18, 1893.—Boston, Springfield and New York R. P. O. Clerk Charles Harper was thrown from mail wagon in New York City while on the way to the Grand Central Depot with the mails, and was seriously injured. The mail wagon collided with a cable car on Broadway.

September 19, 1893.—San Francisco and Los Angeles R. P. O., train 20, ran into some box cars on siding at Merced, at 10:40 p. m. No damage to car or mail, and no injury to clerk.

September 21, 1893.—Chattanooga and Meridian R. P. O., train 1, was wrecked near Argo, Ala., caused by displacement of one of the rails by unknown parties. The postal car turned over down an embankment and was destroyed. The wreck took fire from the lamps, but by prompt action the flames were extinguished and the rain and mails saved. The mail was badly scattered and considerably damaged by iotland fire. Clerks John T. Stockton and John W. Street were slightly injured.

September 22, 1893.—Switz City and Effingham R. P. O., train 2, was derailed at 11:15 a. m., between Sullivan and Switz City. The mail apartment was thrown from the track, causing a delay of five hours. No damage to the mails and clerk not injured.

September 22, 1893.—Rochester and Punxsutawney R. P. O., train 1, ran into an open switch, striking a coal car at West New York about 10:50 a. m. No mail lost or damaged. Clerks not injured. Delayed forty minutes.

September 23, 1893.—St. Louis and El Dorado R. P. O., train 16, was derailed near Raleigh, Ill., at 3:45 p. m. No mails lost or damaged. Clerk not injured. Delayed five hours.

September 26, 1893.—Pittsburg and St. Louis R. P. O., train 12, was derailed near Staunton, Ind., at 1:30 a. m., caused by some person taking spikes from a rail for the purpose of train wrecking. The postal cars were thrown from the track and slightly injured. No mails lost or damaged and clerk not injured.

September 27, 1893.—Atlanta and New Orleans R. P. O., train 2, jumped the track at Gulfport, Miss., about 10:20 p. m. The postal car was completely demolished. Clerks Joseph Hughes and E. C. Caro, were slightly injured. No mails lost or damaged, except a package of forty letters, found near wreck, rifled of contents.

September 27, 1893.—Sedalia and Kansas City R. P. O., train 194, was wrecked near Hughesville, Mo., at 10 p. m. No mail lost or damaged. Clerk not injured.

September 28, 1893.—Louisville and East Cumberland Gap R. P. O., train 23, collided with freight train near Hazel Patch, Ky., about 3:30 p. m., wrecking the train, killing two persons and injuring several others, among them Clerk Charles E. De Lozier, who was incapacitated for duty for thirty days. The mail apartment was demolished, but no mail lost or damaged.

September 29, 1893.—Leavenworth and Miltonville R. P. O., train 101, was wrecked between Oldsburg and Frontana, Kana., at 10:40 a. m., by engine and part of train jumping the track. No mails lost or damaged. Clerk uninjured.

September 30, 1893.—St. Louis and Burrton R. P. O., train 4, was wrecked at Lyman Siding, Mo., at 10:20 p. m., by colliding with some freight cars. Forward end of postal car, in which the letter cases were located, was completely wrecked. A large quantity of letters were damaged by being torn and soaked by oil and water. Clerks T. B. Robertson and J. K. Kellerman were slightly injured.

October 1, 1893.—Houston and Taylor R. P. O., train 3, was wrecked near West Point, Tex., at 7 p. m. The mail car turned over on its side, scattering the letters about the car. Some mail damaged by oil, but none lost. Delayed fifteen hours.

October 3, 1893.—Corpus Christi and Laredo R. P. O., train 2, was wrecked between Realitos and Pena Station, Tex., at 1:30 p. m., by spreading of rails. No damage to mail or mail car. Clerk not injured. Delayed seven hours and thirty minutes.

October 4, 1893.—Salida and Silverton R. P. O., train 486, was wrecked near Cascade, Colo., about 4 p. m., caused by a broken rail. No mail lost or damaged. Clerk not injured. Delayed about twenty-seven hours.

October 4, 1893.—New York and Chicago R. P. O., train 6, collided with a freight train near Poughkeepsie, N. Y. Postal car slightly damaged. No mail lost or destroyed. Clerk Van A. Lacy was slightly injured. Delayed six hours.

October 5, 1893.—Texarkana and Laredo R. P. O., train 4, was wrecked 3 miles south of Taylor, Tex., at 11:15 a. m., caused by a cow being caught under engine. Mail car was demolished. Some three hundred letters were damaged by oil, but none lost. Clerk uninjured. Delayed two hours and forty-five minutes.

October 6, 1893.—Ogden and San Francisco R. P. O., train 1, ran into an open switch at Boca, Cal., at 8:15 p. m., and was derailed. Mail not damaged and clerk not injured. Delayed six hours and forty-five minutes.

October 6, 1893.—Switz City and Effingham R. P. O., train 2, was derailed near Dieterich, Ill., at 5:25 p. m. Mail car was thrown from the track and landed on its side in the ditch. No mail lost or damaged. Clerk George J. Kelly slightly injured.

October 7, 1893.—Kansas City and Colorado Springs R. P. O., train 9, was wrecked near Keats, Kans., about 1:15 a. m., by head-end collision with freight train. Mail

and baggage cars, together with several freight cars, immediately took fire and as far as known all mails, including registered matter, were consumed. Clerk N. J. Lancaster was killed and his body cremated.

October 8, 1893.—Macon and Palatka R. P. O., train 2, was derailed at Worth, Ga., at 1:30 p. m. The mail, baggage, and express cars left the track and turned over. The letter mail was badly scattered but none lost or damaged. Clerk A. S. Beasley was slightly injured.

October 10, 1893.—Pittsburg and Chicago R. P. O., train 8, was derailed near Whiting, Ind., at 4:45 p. m. The postal car was badly damaged. No mail lost or damaged. Clerk Edgar Eubanks was seriously injured, and Clerks C. P. Barber and H. E. Noble slightly so. Delayed thirteen hours.

October 10.—Columbus and Pomeroy R. P. O., train 34, collided with freight train at 5:25 p. m., between Union Furnace and Starr, Ohio. No mail lost or damaged. Clerk Alexander Downie was slightly injured. Delayed five hours.

October 11, 1893.—Bay City and Jackson R. P. O., train 74, collided with freight train near Chesaning, Mich., about 8:45 p. m. No mail lost or damaged. Clerks uninjured.

October 12, 1893.—Lowell and Taunton R. P. O., train 1403, collided with freight train near Taunton, Mass., at 7:09 p. m. The mail car was badly damaged. No mail lost or destroyed. Clerks uninjured.

October 14, 1893.—East Radford and Kenova R. P. O., train 49, collided with an engine near Vivian, W. Va., at 9:35 p. m. Clerk W. A. Stuart was seriously injured. No mail lost or damaged. Delayed five and a half hours.

October 15, 1893.—Kansas City and Colorado Springs R. P. O., train 9, was wrecked near Paxico, Kans., about 2 a. m., by colliding with a freight train. No mail lost, but a portion was damaged by water and dirt. Clerk E. E. Harter and Acting Clerk C. C. Armstrong were seriously injured.

October 15, 1893.—Baggage car on Wisconsin Central Railroad, train 3, was consumed by fire near Cadott, Wis., about 4 a. m. Cause unknown. Nineteen pouches of mail were entirely destroyed, with the exception of about two hundred and fifty letters.

October 16, 1893.—Portland and San Francisco R. P. O., train 16, was wrecked at 8:27 p. m., near Delto, Cal., by running into a bowlder which had rolled down from the mountain side and lodged upon the track. The mail car was thrown from the track and landed on its side. Mail not damaged, with the exception of about seventeen letters, that were saturated with oil. Clerk F. L. Southwich was seriously injured. Delayed eleven hours.

October 17, 1893.—Albuquerque and Los Angeles R. P. O., train 4, was wrecked at 6 p. m., at Cosnino Station, Ariz., near Flagstaff, by head-end collision with train No. 1. Mail car badly damaged. No mail lost or damaged. Clerk F. W. Shotts was seriously injured. Delayed twelve hours.

October 19, 1893.—Boundary Line and St. Paul R. P. O., train 9, collided with a freight train at Dillsboro, N. Dak., about 6:55 a. m. The mail car was wrecked and disabled. No mail lost or damaged. Clerks uninjured. Delayed two hours.

October 19, 1893.—Chicago and Cairo R. P. O., train 2, collided with a freight train at Otto, Ill., at 10:50 p. m. The postal car was badly damaged. Clerks not injured. No mail lost or damaged.

October 20, 1893.—Red Oak and Lincoln R. P. O., train 82, ran into a burning bridge at 1:15 p. m., 6 miles east of Lincoln, Nebr. The car caught fire and was entirely consumed. No mail lost or damaged. Clerk not injured.

October 20, 1893.—Cleveland, Youngstown and Pittsburg R. P. O., train 13, ran into an open switch near Fallston, Pa., at 2:15 p. m., colliding with some box cars. Mail car badly damaged. No mail lost or damaged. Clerk not injured. Delayed three and one-half hours.

October 23, 1893.—Salisbury and Norwood R. P. O., train 49, was wrecked at 2 p. m., 12 miles from Salisbury, N. C., caused by spreading of rails. Mail car considerably damaged. No mail lost or destroyed. Clerk not injured.

October 23, 1893.—Jackson and Natchez R. P. O., train 522, was derailed by an open switch at Raymond, Miss., at 7 p. m. No mail lost, damaged, or destroyed. Delayed seven hours. Clerks not injured.

October 24, 1893.—Rochester and Punsutawney R. P. O., train 4, was derailed by a broken frog at Silver Lake Junction, N. Y., at 6 p. m. No mail lost or damaged. Clerk not injured. Delayed two hours.

October 24, 1893.—Dayton and Ironton R. P. O., train 257, when near Rays, Ohio, at 2 p. m., the engine exploded, overturning the mail car. No mail lost, but some considerably damaged by oil.

October 26, 1893.—Knox and Streator R. P. O., train 2, was derailed 1 mile east of Kankakee, Ill., at 5:35 p. m. No mail lost or damaged. Clerk not injured.

October 27, 1893.—Washington and Charleston R. P. O., train 35, was wrecked at Salem, S. C., at 4:30 a. m., by running into an open switch. Mail car badly damaged. No mail lost or destroyed. Clerks not injured.

October 30, 1893.—Switz City and Effingham R. P. O., train 2, was derailed near Oblong, Ill., at 8:45 a. m. No mails lost or damaged. Clerk not injured.

October 30, 1893.—Washington and Strasburg R. P. O., train 353; the mail car while standing in the Baltimore and Potomac depot at Washington, D. C., at 7:35 a. m., was discovered to be on fire. A portion of the paper mail in the car was slightly damaged by water.

November 1, 1893.—Boston and Troy R. P. O., train 2; the mail car while standing on a side track at North Adams, Mass., was run into at 7 p. m. by a runaway box car loaded with lumber. The letter mail was thrown from the cases into the dirt and water and considerably damaged. Clerks John H. Pitney and Alfred Wilbur were slightly injured.

November 1, 1893.—Texarkana and Laredo R. P. O., train 4, was wrecked near Hearne, Tex., at 1:15 p. m., by the spreading of the rails. The entire train, excepting the engine, was derailed. Mail slightly damaged by oil, but none lost. Clerks not injured.

November 1, 1893.—St. Paul and Helena R. P. O., train 8, collided with train No. 3, of the Minneapolis and Council Bluffs R. P. O., at 7:15 a. m., at Como Station, near St. Paul, Minn. No mail lost or damaged. Clerks not injured. Delayed one hour and five minutes.

November 2, 1893.—Burlington and St. Louis R. P. O., train 20, was wrecked at Wever, Iowa, about 9:45 p. m. Mail car badly wrecked. Mail considerably damaged by oil, but none lost. Clerks C. H. Buss and J. W. Henry were slightly injured. Delayed two hours and fifty minutes.

November 3, 1893.—St. Louis and Texarkana R. P. O., train 51, was attacked by robbers at Olyphant, Ark. They did not enter the mail car. Delayed forty-seven minutes.

November 4, 1893.—Denison and Taylor R. P. O., train 3, was wrecked in the yard at Taylor, Tex., by colliding with a switch engine. No mail lost, but some paper mail damaged by oil and water. Mail car slightly damaged. Clerks W. V. Kretzinger and H. Henry Parker were slightly injured. Delayed twenty minutes.

November 7, 1893.—Cadillac and Fort Wayne R. P. O., train 8, was derailed at Martin, Mich. Mail slightly damaged by oil and water, but none lost or destroyed. Clerk not injured. Delayed three hours and fifteen minutes.

November 8, 1893.—Texarkana and Laredo R. P. O., train 1, was wrecked near Hutto, Tex., by wheel of tender breaking. The mail car was thrown from the track on its side. Immediately after the accident the mail car caught fire from the lamps and before the flames could be extinguished about 500 letters were destroyed or damaged. Clerks F. M. Locke and M. Voltz were slightly injured. Delayed seven hours.

November 9, 1893.—Middleboro and Knoxville R. P. O., train 52, was wrecked near Knoxville and Ohio Junction, Tenn., at 7:15 p. m., by running into an open switch. No mail lost or damaged. Clerks not injured. Mail apartment slightly damaged.

November 10, 1893.—Louisville and Knoxville R. P. O., train 26, was derailed 1 mile west of Altamont, Ky., at 2 a. m. The mail apartment rolled down an embankment and was badly damaged. The mail was all thrown from the cases and some damaged by oil and water, but none lost or destroyed. Clerk not injured. Delayed twelve hours.

November 10, 1893.—Chicago and Cincinnati R. P. O., train 3, collided with a freight engine at Sikitan, Ohio, at 1:25 p. m. No mail lost or damaged. Clerk not injured. Delayed two hours and thirty minutes.

November 10, 1893.—Texarkana and Laredo R. P. O., train 7, was wrecked at Kyle, Tex., by colliding with a freight train. Mail car badly damaged. No mail lost or destroyed, but a few letters were damaged by oil. Clerk not injured. Delayed two hours.

November 11, 1893.—Mullan and Tekoa R. P. O., train 92, left the track 2 miles east of Wallace, Idaho, ditching freight, baggage, and mail cars. Mail cars badly damaged. No mail lost or damaged. Clerk R. M. Bacon was slightly injured.

November 12, 1893.—Minneapolis and Council Bluffs R. P. O., train 2, was derailed at St. James, Minn., about 3:05 a. m. The mail car was badly wrecked. No mail lost or damaged. Clerks uninjured. Delayed one and one-half hours.

November 14, 1893.—Tame and Hawarden R. P. O., train 8, was derailed near Maurice, Iowa, at 9 a. m., caused by the train breaking in two and the detached section colliding with the forward section. The mail car was telescoped and totally wrecked. Clerk M. A. Woodman was slightly injured. No mail lost or damaged. Delayed three hours.

November 15, 1893.—Roanoke and Opelika R. P. O., train 23, was derailed by a broken rail near Lafayette, Ala., at 7:35 p. m. A small amount of mail was damaged by oil and water, but none lost or destroyed. Clerk not injured. Delayed twenty-four hours.

November 17, 1893.—St. Paul and Helena R. P. O., train 1, when the train reached Miles City, Mont., a through registered pouch from Chicago, Ill., to Spokane, Wash.,

was found to have a hole burned in the side, caused by coming in contact with the stove. Two registered packages were badly burned.

November 18, 1893.—Addison and Galeton R. P. O., train 4, was derailed near Galeton, Pa., at 3:30 p. m., caused by spreading rails. No mail lost or damaged. Clerk not injured. Delayed three hours and a quarter.

November 21, 1893.—St. Louis and Kansas City R. P. O., train 7, collided with engine and coal car at Tipton, Mo., at 7:11 a. m., damaging paper car to such an extent as to render it unserviceable. No mail lost or damaged. Clerks not injured. Delayed four hours and thirty-five minutes.

November 22, 1893.—Kansas City and Osceola R. P. O., train 1, was derailed about 9:40 a. m. near Holmes Park, Mo., caused by a defective guard rail. Mail car disabled. The mail was scattered over the car and some soiled, but none badly damaged or lost. Delayed one and three-quarter hours.

November 22, 1893.—St. Louis and Texarkana R. P. O., train 51, was derailed by spreading rails at Prescott, Ark. No damage to mail car. Clerks uninjured. Delayed ten hours and forty minutes.

November 22, 1893.—Kalispel and Spokane R. P. O., train 4, ran into a landslide near Lanone, Idaho, about 6:20 a. m. The mail car was badly wrecked. No mail lost or damaged. Clerks not injured. Delayed twenty-six hours.

November 23, 1893.—Lincoln and Concordia R. P. O.; about 9:45 a. m. the mail carrier at Concordia, Kans., finding the car open (left open for car cleaners) and supposing the clerk was on hand, threw the mail into the car and went to another part of the station. The mail thrown in the car alighted against the stove and took fire. Four sacks of paper mail and one pouch of letter mail were partially destroyed.

November 23, 1893.—Terre Haute and Evansville R. P. O. The apartment car of the Chicago and Evansville R. P. O., while being deadheaded back to Terre Haute after temporary use in the Terre Haute and Evansville R. P. O., was burned in a wreck between train 6, to which it was attached, and a freight train. All supplies and equipment were totally destroyed.

November 23, 1893.—Canastota and Elmira R. P. O., train 4, collided with two horses near Elmira at 5:42 p. m. The apartment car rolled down the embankment. No mail lost or damaged. Clerk not injured.

November 24, 1893.—Spokane and Seattle R. P. O., train 4, was wrecked at 9:38 p. m. by running into a landslide near Leavenworth, Wash. The mail car was thrown down an embankment, landing on its side. Clerk shaken up, but not injured. No mails lost or damaged.

November 28, 1893.—Killbuck and Trinway R. P. O., train 138, was derailed 2 miles from Trinway at 4:45 p. m. The mail apartment turned over on its side and was badly broken up. The lamps were broken and one fell, setting the car on fire. One sack of papers, one pouch, and a sack of empty ties were consumed. Clerk not injured.

November 28, 1893.—Hazleton and Sunbury R. P. O., train 14, was derailed near Mainville, Pa., at 12:20 p. m., caused by broken axle under tender of engine. Clerk Samuel Faust was slightly injured. No mail lost, but some was slightly damaged. The mail apartment car was badly injured. Delayed two hours and forty minutes.

November 29, 1893.—Spokane and Seattle R. P. O., train 3, was derailed at Merritt Station (n. o.), Wash., by the ditching of one of the three engines pulling the train. No mail lost or damaged. Clerk not injured. Delayed twelve hours.

November 30, 1893.—Paducah and Waterloo R. P. O. (steamboat service). The steamer at 1 a. m. struck a snag 12 miles above Jacksonville, Tenn., and sunk in ten minutes. No mail lost or damaged. Clerk uninjured.

November 30, 1893.—Switz City and Effingham R. P. O., train 2, was derailed at Newton, Ill., at 7:17 a. m. The apartment car was thrown on its side in the ditch and badly wrecked. No mails lost or damaged. Clerk not injured.

December 1, 1893.—Antonito and Santa Fe R. P. O.; the mail apartment car caught fire in the Antonito, Colo., yards, and compartment used for baggage and express was badly damaged. Fire extinguished before mail compartment or contents were injured.

December 1, 1893.—Denver and Leadville R. P. O., train 488, was derailed near Kokomo, Colo., at 7 p. m. No mails lost or damaged. Clerk not injured. Delayed twenty-four hours.

December 1, 1893.—Louisville, Huntingburg and Evansville R. P. O., train 25, collided with local train near Johnsburg, Ind., at 1:25 p. m., disabling mail department car so that mails had to be transferred, causing delay of nine hours. No mail lost or damaged. Clerk not injured.

December 1, 1893.—Sidell and Olney R. P. O., train 28, was derailed near Kansas, Ill., at 4:28 p. m., caused by defective condition of track. Clerk not injured and no loss or damage to mails.

December 2, 1893.—Williamsport and Mahaffey R. P. O., train 33, was wrecked about 11:25 near Clearfield Junction, Pa., caused by bent rail. Clerk not injured and no mail lost or damaged. Delayed twelve hours.

December 5, 1893.—New York and Geneva R. P. O., train 12, collided with an engine at Warriors Run Station, Pa., at 4:50 p.m. The postal car was badly broken and strained. Clerk not injured and no mail lost or damaged. The mails were delayed from twelve to fifteen hours. The first car after the engine was a deadhead postal car, which was demolished.

December 5, 1893.—Des Moines and Kansas City R. P. O., train 5, ran into rear end of freight train at 5:50 a.m. No mail lost or damaged. Clerk not injured. Delayed one hour and fifty-five minutes.

December 8, 1893.—El Paso and Los Angeles R. P. O., train 20, was wrecked 10 miles east of Lordsburg, N. Mex., at 6:20 p.m., caused by misplaced switch. The mail car rolled down an embankment and landed on its side. Clerk W. H. Carr was slightly injured. The mail was thrown out of the pigeon-holes and scattered around the car. No mail lost, but about 30 letters were damaged by oil from the lamps. Five of the six lamps lighted in the car at the time were put out by the shock, and the other fell upon a pile of sacks and set fire to them. Mr. Carr succeeded in throwing the burning lamp out of the window and putting out the fire before serious damage was done to the car or contents.

December 9, 1893.—Washington and Hinton R. P. O., train 4, collided with Richmond, Gordonsville and Clifton Forge R. P. O., train 5, at Shadwell, Va., at 11:35 a.m. The postal car of train 4 and the apartment car of train 5 were damaged to such an extent as to necessitate shopping them for repairs. No mail lost or destroyed and clerks on train 4 escaped without injury. Clerk Ira Benedict on train 5 was seriously injured.

December 10, 1893.—Texarkana and Laredo R. P. O., train 2, was stopped by robbers at Duval, Tex., at 12:05 a.m. The robbers fired a number of shots through the mail car, but did not enter. Clerks not injured. Delayed one hour.

December 12, 1893.—Edgemont and Sheridan R. P. O., train 2, ran into a herd of cattle near Newcastle, Wyo., at 4:45 p.m. The apartment car was thrown from the track. No mail lost or damaged. Clerk H. H. Alden jumped from the car and was slightly injured.

December 13, 1893.—McLeansboro and Shawneetown R. P. O., train 80, was derailed at Duncan Switch, Ill., 4 miles from Shawneetown, at 6:45 a.m. Mail apartment car was thrown from the track and badly wrecked. The mail was thrown from the cases and somewhat soiled by oil, but none lost. Clerk E. K. Rountree was slightly injured.

December 13, 1893.—Altamont and Belleville R. P. O., train 17, was wrecked by colliding with freight train at Steinauer, Nebr., at 1:22 p.m. Mail car slightly damaged. Mail was thrown from the cases and scattered, but none lost or damaged. Clerk J. W. Nash was slightly injured. Delayed three hours and thirteen minutes.

December 13, 1893.—Kansas City and Oxford R. P. O., train 16; the Baker heater in the postal car blew up as the train was approaching Superior, Nebr., at 11:05 a.m. The explosion tore a hole through the side of the car 6 feet in length. Clerks not injured. Some mail slightly damaged by water, but none lost.

December 15, 1893.—North McGregor and Chamberlain R. P. O., train 7, was run into by a detached section of a freight train at the crossing of Iowa Central Railroad at Mason City, Iowa, at 6:23 a.m. The mail apartment car was slightly injured. No mail lost or damaged. Clerks not injured.

December 18, 1893.—Morristown and Corryton R. P. O., train 4, was wrecked near Rutledge, Tenn., at 10:35 a.m., caused by breaking of drawhead of car in advance of mail apartment. The apartment car was slightly damaged. No mail lost or damaged. Clerks not injured.

December 19, 1893.—Waco and Yoakum R. P. O., train 21, was wrecked between Serbin and Winchester, Tex., about 11:30 a.m. The postal car was overturned and badly damaged. Clerk S. C. Allstott was slightly injured. The mail was badly mixed and scattered, but none lost. Delayed seven hours and thirty-five minutes.

December 20, 1893.—Charlotte and Augusta R. P. O., train 33, collided with a freight train at Granitville, S. C., about 2 p.m. No mail lost or destroyed. Clerk J. W. Gordon was seriously injured. Delayed four hours.

December 20, 1893.—Sparta and Tullahoma R. P. O., train 182, was wrecked at 3:45 a.m., near Sparta, by colliding with some coal cars which broke loose from the train while ascending a grade. Mail slightly damaged by water from water cooler. Clerk uninjured. Delayed four and one-half hours.

December 22, 1893.—Selma and Pineapple R. P. O., train 50, was wrecked by spreading rails near Berling, Ala., about 9:35 a.m. No mail lost or damaged. Clerk not injured. Delayed thirty minutes.

December 22, 1893.—Duluth and St. Paul R. P. O., train 2, met with an accident about 11 a.m., near Hinckley, Mich. The hind trucks of the engine broke, knock-

ing off the platform of the mail car, delaying train two and one-half hours. No damage to clerk or mail.

December 22, 1893.—Philadelphia and Westchester R. P. O., train 68, collided with an empty coal car at South street station, Philadelphia, Pa., at 8:35 p. m. The mail apartment was badly damaged. Clerks not injured. No mails lost or damaged. Delayed one hour and twenty-five minutes.

December 24, 1893.—Coffeyville and Little Rock R. P. O., train 232, was stopped by robbers at Elliott, Ind. T., at 6:45 p. m. Four registered packages were rifled of their contents. Delayed one and one-half hours.

December 25, 1893.—Duluth and St. Paul R. P. O., train 2, met with an accident about 10:30 a. m., when between Mahtowa and Barnum, Minn. The paper mail in the mail car took fire from the stove and six sacks were destroyed or more or less damaged. The postal car was badly damaged. Clerk not injured.

December 25, 1893.—Elmira and Baltimore R. P. O., train 3, was thrown from the track by defective switch near Williamsport, Pa. Clerks shaken up, but not injured. No mail lost or damaged. Postal car slightly injured.

December 25, 1893.—Jackson and Natchez R. P. O., train 522, was wrecked by running over a mule near Learned, Miss. The mail car was thrown from the track. No mail lost or damaged. Clerk not injured. Delayed twenty-four hours.

December 26, 1893.—Ishpeming and Chicago R. P. O., train 1, collided with an express train at Lathrop, Mich., about 9 a. m. No mail lost or damaged. Clerk not injured. Delayed one hour and fifty minutes.

December 27, 1893.—Lake Crystal and Eagle Grove R. P. O., train 10, met with an accident at Ledyard, Iowa, at 2 p. m. The locomotive was derailed, causing a delay of four hours to train. No damage to clerk or mail car. No mail lost or injured.

December 28, 1893.—Denver and Leadville R. P. O., train 402, was wrecked by running into an open switch near Park Siding, Colo., about 4 p. m. No mail lost or damaged. Clerk S. J. Stid was slightly injured.

December 29, 1893.—Denver and Ogden R. P. O., train 2, was wrecked near Tennessee Pass, Colo., about 11:40 p. m., by colliding with pusher engine. Mail car was damaged to such an extent that it had to be abandoned. No mail lost or damaged. Clerk not injured. Delayed eight hours. Mail transferred to baggage car.

January 1, 1894.—Paducah and Waterloo R. P. O. (steamboat service). Steamer grounded at 1:05 a. m. and at 10:15 in trying to work her off the boiler exploded. Mail not damaged and clerk uninjured.

January 1, 1894.—Pittsburg, Akron and Chicago R. P. O., train 46, when near Bremen, Ind., at 9:30 p. m., the front trucks of postal car broke down and car turned over an embankment. A lot of empty sacks in stall opposite the Baker heater fell against it and took fire. Three or four were burned. The lining of the car back of stove also took fire, but was soon extinguished. Some of the mail was soiled and mutilated, but none lost. Clerk W. S. Russell received injuries from which he died on the 4th of January. Clerks C. C. Sechrist and B. E. Snoke were slightly injured.

January 1, 1894.—Dubuque and Sioux City R. P. O., train 3, was derailed in the yards at Sioux City, Iowa, at 8:30 p. m. No mails lost or damaged and clerk not injured.

January 1, 1894.—Chicago and Burlington R. P. O., train 11. The storage mail car was discovered to be on fire at 12:30 p. m., when near Naperville, Ill. The car and all the mails were entirely destroyed. The fire is supposed to have originated from a spark falling through a defective ventilator and igniting the sacks.

January 2, 1894.—St. Paul and Helena R. P. O., train 2, met with an accident at Wheatland, N. Dak. The train started while the locomotive was taking water, and the iron water pipe scraped the side of the car, breaking all the windows on one side. The paper mail in the open sacks which hung under the windows was deluged with water and seriously damaged. Clerk not injured.

January 3, 1894.—Burlington and Council Bluffs R. P. O., train 3, collided with an empty freight east of Albia, Iowa, at 10:45 p. m. No mail lost or damaged. Clerks not injured. Delayed 35 minutes.

January 5, 1894.—Switz City and Effingham R. P. O., train 2, was derailed near Switz City, Ind., caused by defective switch. No mails lost or damaged. Clerk not injured.

January 8, 1894.—Minneapolis and Council Bluffs R. P. O., train 3, was wrecked at 8:30 a. m. at Missouri Valley, Iowa, by a broken rail. No mail lost or damaged. Clerks not injured. Delayed four and one-half hours.

January 9, 1894.—Kansas City and Sulphur Springs R. P. O., train 2, was wrecked between Carl Junction, Mo., and Pittsburg, Kans., at 10:15 a. m., caused by spring hanger on tender of engine breaking and dropping down on track. Mail car badly damaged and mail transferred to a caboose. No mail lost or damaged. Clerk not injured. Delayed five hours.

January 10, 1894.—St. Paul and Minot R. P. O., train 4, collided with a freight train at Shawnee Station, near Larimore, at 8 p. m. No mail lost or damaged. Clerks not injured. Delayed seven hours.

January 10, 1894.—Larimore and Breckenridge R. P. O., train 47, was thrown from the track by a broken rail between Everest and Ripon, N. Dak., about 8:45 a. m. No mail lost or damaged. Clerk not injured. Delayed three hours.

January 10, 1894.—Minneapolis and Portal R. P. O., train 98, was wrecked at Kenmare Station, 31 miles south of Portal, N. Dak., at 9:45 a. m. No mail lost or damaged. Clerk not injured. Delayed thirty-eight hours.

January 10, 1894.—Cameron and Atchison R. P. O., train 56, was attacked by robbers 2 miles east of St. Joseph, Mo., at 6:45 p. m. The mail car was not entered.

January 11, 1894.—Nashville and Atlanta R. P. O., train 4, was wrecked at Graysville, Ga., by running into an open switch at 1:20 a. m. Mail cars slightly damaged. Clerks unhurt. No mail lost or damaged. Delayed four hours.

January 11, 1894.—Texarkana and Laredo R. P. O., train 1, was wrecked by running into an open switch near Troup, Tex., at 6:45 p. m. The train collided with some freight cars, breaking the glass of the windows of mail car and scratching one side of the car. Mail scattered on floor of car, but none lost or damaged. Clerks V. E. Vaughan and G. D. Bean were slightly injured. Delayed four hours and fifteen minutes.

January 11, 1894.—Clerk J. K. Crump, of the St. Louis and Burrton R. P. O., was seriously injured by mail wagon turning over while it was backing up to door of the St. Louis post-office.

January 12, 1894.—El Paso and Los Angeles R. P. O., train 20, was run into by some flat cars loaded with stone while at a standstill near El Paso, Tex., about 10:13 a. m. The shock threw all the letters out of the distributing case upon the floor. No damage to mails. Clerk not injured. Delayed three hours.

January 13, 1894.—Cairo and New Orleans R. P. O., train 3, was wrecked 3 miles north of Winona, Miss., by running over a cow. Trucks under mail car so badly damaged that it was necessary to transfer mail to baggage car. No mail lost or damaged. Clerk not injured. Delayed two hours.

January 14, 1894.—St. Louis and Burrton R. P. O., train 1, was wrecked by running into an open switch at Aurora, Mo., about 7:15 p. m. Mail car was badly damaged and mail transferred to baggage car. No mail lost, but some letters were damaged by being soaked with oil. Clerks not injured. Delayed five and one-half hours.

January 16, 1894.—North McGregor and Chamberlain R. P. O., train 97, was derailed 1 mile east of Chamberlain, S. Dak., at 11:50 a. m., caused by train running into a drove of cattle. No mail lost or damaged. Clerk not injured. The mail car was disabled.

January 17, 1894.—Council Bluffs and Kansas City R. P. O., train 3, was attacked by robbers 2 miles north of St. Joseph, Mo. Postal car was not molested.

January 18, 1894.—Switz City and Effingham R. P. O., train 2, was derailed 2 miles east of Effingham, Ill., at 5:40 a. m., caused by spreading rails. No damage to mails. Clerk not injured. Delayed one hour and twenty minutes.

January 18, 1894.—Baltimore and Grafton R. P. O., train 1. The postal car, while standing in the yard at Washington, D. C., was struck by an engine with such force as to knock the postal clerk, Thomas Hill, who was at work in the car at the time, from his feet, injuring him seriously.

January 19, 1894.—Jacksonville and Port Tampa R. P. O., train 78, was wrecked about 9 a. m., at Orlando, Fla., by running over a split switch. Mail transferred to baggage car. No mail lost or damaged. Clerk unhurt. Delayed three hours.

January 20, 1894.—Philadelphia and Crisfield R. P. O., train 94, met with an accident at Porters, Del., at 4:50 p. m. One of the wheels of front truck under mail car burst. No damage to mails. Clerk not injured. Delayed three hours.

January 20, 1894.—Rome and Virginia City R. P. O., train 1, ran into a snow bank near Franktown, Nev., at 9:30 a. m., derailing engine, express, and mail cars. Clerk not injured. No damage or loss to the mails. Delayed nine hours.

January 21, 1894.—Atlanta, Macon and Montgomery R. P. O., train 5, ran over a cow near Fitzpatrick, Ala., about 7 a. m., throwing engine and mail car from track. No mail lost or damaged. Clerk F. H. Hill was seriously injured, and L. M. Johnson slightly. Delayed twelve hours.

January 23, 1894.—Decorah and Cedar Rapids R. P. O., train 52, was derailed near Pottsville, Iowa, at 3:55 p. m., caused by broken rail. No mail lost or damaged. Clerk not injured. Delayed one hour and forty-five minutes.

January 24, 1894.—Burlington and St. Louis R. P. O., train 5, collided with an engine while passing out of Quincy, Ill., yards at 7:47 a. m. Mail car slightly damaged. Letter mail was all thrown out of cases, but none damaged or lost. Clerks received a severe shaking up, but not injured. Delayed one hour and forty-eight minutes.

January 24, 1894.—New York and Point Pleasant R. P. O., train 303, collided with R. P. O. train 314, of same line, near Point Pleasant, N. J., depot about 10:35 a. m. Both mail-apartment cars were so badly damaged that they had to be taken out of service. Clerk Alex. Mack was seriously injured. Mail delayed several hours. No mails lost or damaged.

January 24, 1894.—Lyle and Waterloo R. P. O., train 403, was wrecked near Waverly, Iowa, about 11:30 a. m. No mails lost or damaged. Clerk not injured.

January 25, 1894.—Atchison and Lenora R. P. O., train 421; the combination mail car caught fire in the express compartment, near Glen Elder, Kans., and ignited a can of oil, destroying the whole car and most of the mail.

January 26, 1894.—East Radford and Kenova R. P. O., train 2, was derailed near Rederfield, W. Va., at 10 p. m. The apartment car was slightly damaged. No mail lost or damaged. Clerk unhurt.

January 26, 1894.—Omaha and Ogden R. P. O., train 4; when approaching Laramie, Wyo., at 11:45 p. m., smoke was discovered issuing from behind the lining back of the paper case of the mail car. A hole was cut through the inside lining of car and fire found to be near the floor between inside and outside casings, near steam pipes, and extinguished. No damage to mails.

January 27, 1894.—Asheville and Murphy R. P. O., train 18, was wrecked 2 miles east of Bushnell, N. C., at 9:35 a. m., caused by car in front of mail apartment jumping the track. The mail apartment was slightly damaged. No mail lost or damaged. Clerk not injured.

January 29, 1894.—Eufaula and Ozark R. P. O., train 23, was wrecked near Elamville, Ala., at 8:40 p. m. The mail car went down a 5-foot embankment. Clerk not injured. A few papers were damaged by being soiled with oil. Delayed twelve hours.

January 29, 1894.—Armstrong and Dows R. P. O., train 82, was derailed 1½ miles north of Forest City, Iowa, at 1:10 p. m. Clerk not injured. No mail lost or damaged. Delayed five hours.

January 30, 1894.—Oswego and Suspension Bridge R. P. O., train 23, left the track at Huntington, N. Y., about 5:09 p. m., caused by a broken switch. Clerk Thos. F. Cullinan was slightly injured. No mail lost or damaged. Delayed two hours.

January 31, 1894.—Columbia and Perryville R. P. O., train 423, was wrecked in the lower end of the Columbia, Pa., yards, about 5:48 p. m. The postal car was slightly damaged. No mail lost or damaged. Clerk not injured.

February 3, 1894.—Albuquerque and Los Angeles R. P. O., train 3, was derailed at Allentown (n. o.), Ariz. The mail car was damaged to such an extent as to necessitate its being cut out of the train. No damage or loss to the mails. Clerk not injured. Mail car delayed fifteen hours and fifteen minutes.

February 3, 1894.—Eufaula and Ozark R. P. O., train 24, was wrecked near Louisville, Ala. No damage to mail or mail car. Clerk unhurt. Delayed fifty-five minutes.

February 3, 1894.—Macon and Palatka R. P. O., train 1, was wrecked 7 miles south of Macon, Ga., by running over a misplaced switch. No mail lost or damaged. Clerk uninjured. Delayed three hours and a half.

February 3, 1894.—St. Paul and Helena R. P. O., train 2, was wrecked at 4:10 p. m., 6 miles east of Big Timber, Mont., by striking a broken rail. The mail car was badly wrecked and cut out of train. The mail remained in the car in charge of clerk until next day, when it was transferred to train 2 of February 4. No mail lost, but a small quantity was damaged by oil and water. Delayed twenty-five hours.

February 6, 1894.—Council Bluffs and Kansas City R. P. O., train 2, collided with a freight train standing on track at Phelps City, Mo., about 12:14 p. m. Postal car was seriously damaged. No mails lost or damaged. Clerks not injured. Delayed thirty minutes.

February 7, 1894.—Charleston and Jacksonville R. P. O., train 78, ran into a freight train near Ridgeland, S. C. Postal car was injured so as to necessitate its being sent to shops for repairs. No mail lost or damaged. Clerks unhurt. Delayed six hours.

February 7, 1894.—St. Paul and Des Moines R. P. O., train 6, collided with a freight car at Waterville, Minn., at 9:30 p. m. The mail car was slightly damaged. No mail lost or damaged. Clerks not injured. Delayed five hours and forty minutes.

February 7, 1894.—Conroe and Navasota R. P. O., train 35, was derailed near Plantersville, Tex., at 5:15 p. m. No damage to mail or mail car. Clerk uninjured. Delayed five hours and a half.

February 7, 1894.—Huntington and Portland R. P. O., train 2, was wrecked 4 miles west of Blalock, Oreg., at 1 a. m., by running upon a misplaced switch. Clerk W. A. Graves was slightly injured. No mails lost or damaged. A deadhead mail car went down a 30-foot embankment and was badly smashed. Delayed nine hours.

February 7, 1894.—Lincoln and Deadwood R. P. O., train 42, when between Broken Bow and Berwyn, Nebr., at 7 a. m., a drive wheel of the locomotive broke, causing a lay of three hours. No mail lost or damaged. Clerk uninjured.

February 8, 1894.—St. Louis and Council Bluffs R. P. O., train 8, collided with rear end of train 10, Wabash Railway, near Graham Station, about 7:10 a. m. No mail lost or damaged. Clerks not injured. Delayed one hour and ten minutes.

February 8, 1894.—Superior and Strong R. P. O., train 307, ran into some cars near Manchester, Kans., at 6:30 a. m. Platform of mail-apartment car broken. Letter mail was thrown from the boxes but none lost or damaged. Clerk C. W. Trowbridge was stunned by being thrown across the car, but not otherwise hurt. Delayed eight hours.

February 8, 1894.—Kansas City and Wellington R. P. O., train 213, collided with switch engine in the Kansas City, Mo., yards, at 9:15 p. m. Clerk W. F. Hardwick was slightly injured. No mail lost or damaged. Delayed forty minutes.

February 8, 1894.—Switz City and Effingham R. P. O., train 1, was derailed 3 miles west of Switz City, caused by defective track and roadbed. No mail lost or damaged. Clerk not injured. Delayed eight hours.

February 8, 1894.—Des Moines and Hawarden R. P. O., train 51; as the train was approaching Pullina, Iowa, at 4:50 p. m., a wheel on the apartment car broke, disabling car. No mails lost or damaged. Clerk not injured.

February 8, 1894.—Houston and Taylor R. P. O., train 3, was wrecked at White Oak Bayou, near Houston, Tex., at 8:40 p. m. The train was precipitated into the bayou and the mail car demolished. Clerk Leon Morris was seriously injured. A large amount of mail was damaged by water.

February 9, 1894.—St. Louis and Texarkana R. P. O., train 55, collided with rear end of freight train at Fulton, Ark., about 2:30 p. m. No mail lost or damaged. Clerk injured. Delayed forty minutes.

February 12, 1894.—Knoxville and Maryville R. P. O., train 1, was derailed and wrecked near Rockford, Tenn., at 4 p. m. No mail lost or damaged. Clerk F. W. Woodfin was slightly injured.

February 12, 1894.—Baltimore and Williamsport R. P. O., train 23, was derailed at Edgemont, Md., at 7:28 p. m. The apartment car was slightly damaged. No mail lost or damaged. Clerk not injured.

February 12, 1894.—St. Louis and Texarkana R. P. O., train 51, was wrecked at Jacksonville, Ark., by striking a broken rail, at 2 a. m. No damage to mail or mail car. Clerks not injured. Delayed seven hours and twenty minutes.

February 13, 1894.—Rayville and Natchez R. P. O., train 1, was wrecked near Winnebago, La., at 5:30 p. m., by rear trucks of tender jumping the track. No damage to mail or mail car. Clerk uninjured. Delayed six hours.

February 14, 1894.—Litchfield and Kampsville R. P. O., train 2, was derailed at 2 p. m., 5 miles west of Carrollton, Ill., caused by spreading rails. Clerk not injured. No mails lost or damaged. Delayed sixteen hours.

February 14, 1894.—Augusta and Tennille R. P. O., train 24, was wrecked by colliding with a freight train near Gibson, Ga. No mail lost or destroyed, but slightly damaged by water. Clerk not injured. Delayed fourteen hours.

February 15, 1894.—Baltimore and Lexington R. P. O., train 14, was derailed and wrecked at Harpers Ferry, W. Va., at 6:15 p. m. The apartment car turned over and a small amount of mail was damaged by oil and water. No mails lost or destroyed. Clerks Edward Moore and C. W. Gibbens were slightly injured.

February 15, 1894.—San Francisco and Los Angeles R. P. O., train 20, was wrecked at Roscoe Station (n. o.), Cal., at 11:40 p. m., by misplaced switch. All the letter mail was thrown from the cases and some saturated by oil from the lamps broken by the shock. Clerks H. W. Watkins and Frank Lorey were slightly injured.

February 16, 1894.—Fort Worth and Brownwood R. P. O., train 2, was wrecked near Tolar, Tex., by colliding with a freight train, at 12:25 p. m. The tender of engine was driven into mail car about 5 feet, completely wrecking the letter end and scattering the letters over the floor, damaging a considerable quantity of them. Clerk H. C. Glazo was slightly injured. Delayed sixteen hours.

February 17, 1894.—New York and Pittsburg R. P. O., train 20, was wrecked by colliding with a switch engine near Huntingdon, Pa., about 8:13 a. m. No damage to clerks, mails, or mail car. Delayed two hours and fourteen minutes.

February 19, 1894.—Richford and St. Albans R. P. O., train 50, was wrecked at Greens Corners, Vt., about 7 a. m. The mail car was derailed and thrown on one side, scattering and badly mixing the mails. No mail lost. Clerk not injured. Delayed seven hours.

February 20, 1894.—Minneapolis and Portal R. P. O., train 98, was derailed at Ivan Station (n. o.), N. Dak., by a defective switch, about 5:32 a. m. The letter mail in the case was scattered over the floor and somewhat damaged by oil and water, but none lost. Clerk not injured. Delayed fourteen hours.

February 21, 1894.—Cleveland and Indianapolis R. P. O., train 7, ran into an open switch at Union City, Ind., and collided with freight cars on siding. No mail damaged and clerks unhurt.

February 21, 1894.—Edgemont and Sheridan R. P. O., train 41, was derailed 10 miles east of Gillette, Wyo., at 12 noon. Clerk H. H. Alden jumped from the car and was seriously injured. No mail lost or damaged.

February 21, 1894.—Minot and Butte City R. P. O., train 4, was derailed near Wallace (n. o.), N. Dak., about 5:20 p. m. No mail lost or damaged. Clerk not injured. Delayed twenty-four hours.

February 21, 1894.—Washington and Hinton R. P. O., train 2, struck a freight on side track at Clifton Forge, Va., at 10:30 p. m., damaging to a considerable extent the side of postal car and delaying the train fifty minutes. No mail lost or damaged. Clerks not injured.

February 22, 1894.—Augusta and Tennille R. P. O., train 24, was derailed 3 miles east of Hepzibah, Ga. No mails lost, damaged, or destroyed. Clerk uninjured. Delayed twenty-four hours and twenty minutes.

February 23, 1894.—Geneva and Sayre R. P. O., train 122, met with an accident near Van Etten Junction, N. Y., about 9:05 a. m. Both side rods of the engine broke simultaneously. The rod on the left side of engine struck the corner of the mail-apartment car, but, aside from breaking the hand rail and scraping the outside of the car, no damage was done. Postal clerk was slightly shaken up, but not injured. Delayed two hours.

February 23, 1894.—Middlesboro and Knoxville R. P. O., train 52, was wrecked at 9 p. m., near Lone Mountain, Tenn., by running into a rock slide. The apartment car was slightly damaged. No mail lost or destroyed. Clerk not injured.

February 24, 1894.—Albert Lea and Burlington R. P. O., train 2, was derailed 4 miles south of West Liberty, Iowa, at 10:45 p. m., caused by broken rail. Clerk not injured. No loss or damage to mails. Delayed five hours and fifty minutes.

February 25, 1894.—St. Louis and Burrton R. P. O., train 2, was wrecked at 5:10 a. m., by running into an open switch and colliding with a box car. No mail lost or damaged. Clerk B. W. Leatherock was slightly injured.

February 26, 1894.—Greenwood and Jackson R. P. O., train 301, was wrecked 6 miles north of Yazoo City, Miss. Mail car badly damaged. No mail lost or damaged. Clerk unhurt. Delayed two hours and forty minutes.

February 26, 1894.—Toccoa and Elberton R. P. O., train 12, was wrecked near Bowman, Ga., at 8:20 a. m., by a broken rail. Mail car slightly damaged. No mail lost or destroyed. Clerk unhurt. Delayed twelve hours.

February 27, 1894.—El Paso and Los Angeles R. P. O., train 19, was derailed 4 miles west of Strauss Station (n. o.), N. Mex., caused by rails spreading. Clerk not injured. No mails lost or damaged. Delayed six hours.

March 1, 1894.—Hamilton and Anacortes R. P. O.; while the train was at a standstill at Woolley, Wash., the engine backed a car against the mail car with such force as to throw Clerk O. W. Olney against the corner of mail room, slightly injuring him.

March 1, 1894.—New York and Chicago R. P. O., train 32, was derailed about 5:30 a. m., near Sing Sing, N. Y. No injury to clerks or damage to mails. Delayed six hours and forty minutes.

March 2, 1894.—Spencer and Ravenswood R. P. O., train 101, was wrecked at Sandyville, W. Va., about 1:30 p. m. Cause unknown. The mail apartment was slightly damaged, but no mail lost or damaged. Clerk uninjured.

March 3, 1894.—Cincinnati and Chattanooga R. P. O., train 2, was derailed near Lexington, Ky., about 6:15 p. m. Postal car badly damaged and abandoned. No mail lost or damaged. Clerks not hurt. Delayed eleven hours.

March 3, 1894.—Heron Lake and Pipestone R. P. O., train 28, left the track 1 mile west of Woodstock, Minn., about 8:40 a. m., on account of broken rail. Mail car was thrown on its side in the ditch. No mail lost or damaged. Clerk Martin Mulville was slightly injured. Delayed one hour and forty minutes.

March 3, 1894.—Dennison and Houston R. P. O., train 2, was wrecked at Carl Station (n. o.), at 11:40 a. m. Letters were thrown from the case and scattered over the floor, but none lost or damaged. Clerk uninjured. The mail car turned over and was badly broken. Mail transferred to baggage car. Delayed seven hours.

March 4, 1894.—Fayetteville and St. Paul R. P. O., train 54, was wrecked by running into a freight train at Elkins, Ark., at 8:45 a. m. Clerk T. B. Littlejohn was slightly bruised. Letters were scattered over the car, but none lost or damaged. Delayed two hours.

March 4, 1894.—Chicago and West Liberty R. P. O., train 1; the postal car while being switched in the yards at Chicago, Ill., prior to departure of train was run into by a switch engine. Clerks Fred W. Bristol and John J. Hanlon were thrown against the letter cases and seriously injured. The letter cases were thrown from their fastenings and the mail scattered about the car, but none lost or damaged.

March 6, 1894.—Litchfield and Kampsville R. P. O., train 2, was derailed 3 miles west of Carrollton, Ill., at 1:30 p. m., caused by a defective switch. No mails lost or damaged. Clerk not injured. No service performed between Carrollton and Kampsville that day.

March 6, 1894.—Albuquerque and Los Angeles R. P. O., train 4; the engine jumped the track at McCarty's Station (n. o.), N. Mex. No damage to mail or mail car. Delayed nine hours.

March 7, 1894.—Chicago and Cairo R. P. O., train 24, was derailed at Tuscola, Ill., at 1:25 a. m., caused by a turned rail. Clerks not injured. No mails lost or damaged.

March 7, 1894.—Wallace and Tokoa R. P. O., train 91; the mail car left the track while crossing a trestle near Chatcolet Station (n. o.), Idaho, about 4:20 p. m., caused by sandboard on freight car ahead of mail car becoming loose and dropping under wheels. No mail lost or damaged. Clerk not injured. Delayed three hours.

March 11, 1894.—San Francisco, Mendota and Los Angeles R. P. O., train 18; two engines and baggage car jumped the track between Arcade and River depots in Los Angeles, Cal., delaying the train one and one-half hours. No damage to mail or mail car.

March 12, 1894.—St. Albans and Boston R. P. O., train 155, was derailed about 2 a. m., by large boulder falling across track near Montpelier Junction, Vt. The mail car was completely wrecked. Clerk W. S. Spaulding was seriously injured and A. C. Smart slightly. No mail lost or damaged.

March 13, 1894.—Cheyenne and Huntington R. P. O., train 2, ran into a landslide near Reverse station, Idaho, at 9:15 p. m. Postal car was thrown entirely over the locomotive, totally demolishing 25 feet of forward end, containing letter cases, and precipitating contents of this part of the car into the slush and mud. Clerks C. G. Tipton and John E. Mahon were seriously injured. All letter mail not in pouches was more or less damaged by mud and water.

March 13, 1894.—Canastota and Elmira R. P. O., train 4, met with an accident near Bessemer, N. Y., about 4:06 p. m. The engine ran into a log which was on the track, badly damaging it in front. Clerk not injured. No mail lost or damaged. Delayed one hour and a half.

March 13, 1894.—Greenville and Columbus R. P. O., train 25, was wrecked about 2 miles east of Steiner, Ga., at 6:10 p. m. Mail car was badly damaged. No mail lost, damaged, or destroyed. Clerk not injured. Delayed one hour.

March 14, 1894.—Calistoga and Vallejo Junction R. P. O., train 34, was wrecked at Oak Knoll station, 7 miles north of Napa, Cal., by engine leaving track. No damage to mail car or mails. Clerk not injured. Delayed one hour.

March 14, 1894.—Denison and Houston R. P. O., train 2, was wrecked between Sutton and Benchley, Tex., about 3:45 p. m., by axle under tender breaking. No damage to mail or mail car. Clerks uninjured. Delayed three hours and forty-five minutes.

March 14, 1894.—Sedalia and Warsaw R. P. O., train 199, left the track between Dumpville and Mora, Mo., about 9:05 a. m., for unknown reason, and damaged mail apartment car to such an extent that it became necessary to abandon same at Mora. No mail lost or damaged. Clerk not injured.

March 15, 1894.—Galesburg and Havana R. P. O., train 1, was derailed between Flatt and Cuba, Ill., at 9:45 a. m. Clerk not injured. No mail lost or damaged.

March 19, 1894.—Tracy and Pierre R. P. O., train 4, was derailed on account of heavy snow 2 miles west of Wolsey, S. Dak., at 6:25 a. m. The mail car turned over on its side. No mail lost or damaged except a few letters soiled by oil and water. Clerk not injured.

March 19, 1894.—Toccoa and Elberton R. P. O., train 12, was derailed 2 miles south of Canon, Ga., at 8:40 a. m. Mail car disabled and mail transferred to box car. Mail slightly damaged. Clerk not injured.

March 20, 1894.—New York and Chicago R. P. O., train 2; Clerk E. W. Coe was engaged in reversing the mail catcher when the train was struck by a switch engine with such force that the catcher was driven through the socket to the opposite side of the door, catching Coe's hand and injuring same to such an extent as to disable him for duty for thirty days.

March 20, 1894.—Davenport and Leavenworth R. P. O., train 41, was derailed at Princeton, Mo., at 11:20 p. m. Forward platform of mail car was demolished. No mail lost or damaged and clerks not injured.

March 22, 1894.—Caseville and Pontiac R. P. O., train 2, while going down grade near North Branch, Mich., at 5:30 p. m., broke in two and rear portion ran into forward part, throwing the mail car off the track. Clerks not injured and no mail lost. Delayed five hours.

March 22, 1894.—San Francisco and Los Angeles R. P. O., train 30, jumped the track in taking a siding at Cameron Station, Cal. (n. o.), at 1:55 a. m. No damage to mail or mail car. Delayed five and one-half hours.

March 24, 1894.—East Radford and Kenova R. P. O., train 4, was wrecked at Coopers, W. Va., at 6:38 a. m., by colliding with engine on main track. Postal car slightly damaged. No mail lost or damaged. Clerk not injured.

March 24, 1894.—Pittsburg and Cincinnati R. P. O.; Clerk E. P. Nash, while exchanging mails at Milford, Ohio, had his left hand injured by the lock of the

catcher pouch striking the middle finger, splitting the knuckle, which incapacitated him from duty for thirteen days.

March 25, 1894.—St. Louis and Texarkana R. P. O., train 56, was derailed at Blum, Mo., at 2:30 a. m. Mail car was torn from the trucks and mail thrown from the cases, but none lost or damaged. Clerk Ed. Bayer was slightly injured. Delayed four hours and forty-five minutes.

March 27, 1894.—East Radford and Kenova R. P. O., train 4, was wrecked 4 miles east of Graham, Va., at 7:10 a. m., caused by derailment of train. Apartment car slightly damaged. No mail lost or damaged. Delayed six hours.

March 27, 1894.—Hempstead and Llano R. P. O., train 21, backed into train 22 at Elgin, Tex., at 2:15 p. m. No damage to mail or mail car. Clerk D. R. Woodard was slightly bruised. Delayed fifteen minutes.

March 27, 1894.—Asheville and Murphy R. P. O., train 17, was wrecked near Bryson City, N. C., at 2:07 p. m., by running over a cow. Mail apartment car slightly damaged. No mail lost or destroyed.

March 28, 1894.—Hastings and Oberlin R. P. O., train 142, collided with train No. 99, Nebraska City and Cheyenne R. P. O., on railroad crossing at Blue Hill, Nebr., at 10:30 p. m. Nebraska City and Cheyenne apartment car was thrown on its side and completely disabled. No damage to mails in either car. Clerk D. B. Hollinger was somewhat bruised, but not seriously injured.

March 28, 1894.—Beecher Falls and Coos R. P. O., train 225, was derailed near Colebrook, N. H., at 2:15 p. m. The mail car turned partly over and the mail was scattered, but none lost or damaged, except that some was slightly wet by the overturning of the water tank and cans. Clerk T. J. Cunningham was slightly bruised. Delayed one hour and fifty minutes.

March 28, 1894.—Albuquerque and Los Angeles R. P. O., train 3, was derailed near Burcham Station (n. o.), caused by spreading rails. No damage to mail car or mails. Delayed four hours and fifty-three minutes.

March 29, 1894.—Chicago and Cairo R. P. O., train 23, was derailed near Kensington, Ill., at 8:40 p. m. No mails lost or damaged and clerks not injured. Delayed twenty-three hours.

March 29, 1894.—Easton and Hazleton R. P. O., train 25. Clerk J. F. Lamberton fell out of the car door between Hokendauqua and Ciplay, Pa., and was injured to such an extent that he died the next day.

March 29, 1894.—New York, Baltimore and Washington R. P. O., train 516, collided with a passing freight train at Bayonne, N. J., about 3 a. m. The postal car was somewhat damaged, but no clerks were injured and no mail lost or damaged.

March 30, 1894.—Cleveland and Indianapolis R. P. O., train 7, collided with Benton Harbor and North Vernon R. P. O., train 7, about 9:55 p. m., at Anderson, Ind. No damage to mail or clerks.

March 31, 1894.—Asheville and Murphy R. P. O., train 17, was wrecked one-half mile east of Almonds, N. C., at 1:50 p. m., caused by engine leaving track. Mail car slightly damaged. No mail lost or damaged. Clerk not injured.

March 31, 1894.—St. Louis and Council Bluffs R. P. O., train 8, was wrecked about 9 p. m., 5 miles east of Maryville, Mo., by the breaking of axle under tender. Mail car left the track and turned partly over. The letter mail was thrown from the cases and some damage by oil and water. Clerks not injured. Delayed twelve hours and forty minutes.

April 1, 1894.—Rock Island and St. Louis R. P. O., train 1, when near Alton Junction, Ill., at 8:45 a. m., the postal car was discovered to be on fire under the rear platform. Train was stopped and fire extinguished. No mail lost or damaged.

April 3, 1894.—Omaha and Ogden R. P. O., train 4, collided with an express train at Dix, Nebr., at 3:30 a. m. No mail lost or damaged and clerks not injured.

April 3, 1894.—Palestine and Galveston R. P. O., train 6, was wrecked at 10:40 p. m., by running into an open switch at Houston, Tex. Front platform of mail car badly damaged. No mail lost or damaged. Clerk uninjured. Delayed three hours and forty-five minutes.

April 5 1894.—Rouses Point and Albany R. P. O., train 1, collided with a freight train near Rouses Point, N. Y., about 3:30 p. m. Clerk J. H. Harris was seriously injured. Front platform of mail car was badly damaged. No mail lost or damaged.

April 6, 1894.—Tracy and Pierre R. P. O., train 3, was wrecked near Lake Benton, Minn., about 4:25 p. m., on account of rapid running around a curve. Clerks C. W. Find and H. N. Brothers were bruised but not disabled. Mail car was badly injured. About one hundred letters were soiled and damaged, but none lost.

April 8, 1894.—New Orleans and Houston R. P. O., train 20, collided with train 19 at Raceland, La., on account of air brakes failing to work. No injury to mail or mail car. Clerks unhurt. Delayed one hour and twenty-five minutes.

April 9, 1894.—Adrian and Fayette R. P. O., train 125; an attempt was made to wreck the train about 2 miles east of Morenci, Mich. Delayed forty minutes.

April 9, 1894.—Salida and Silverton R. P. O., train 406, was wrecked 10 miles east of Osier, Colo., at 4:05 p. m., by colliding with a huge boulder which had rolled down upon the track. No mail lost or damaged, excepting a few papers slightly damaged by oil. Clerks not injured. Delayed six hours and twenty minutes.

April 10, 1894.—Asheville and Murphy R. P. O., train 17, was derailed 2 miles east of Jarretts, N. C., at 2:20 p. m., causing a delay of eighteen hours. The mail apartment was not damaged and no mail lost or damaged. Clerk not injured.

April 11, 1894.—Little Rock and Alexandria R. P. O., train 221, was derailed by striking a mule at Trestle, near Portland, Ark. No damage to mail or mail car. Clerk uninjured. Delayed three hours and ten minutes.

April 12, 1894.—Somerville and Easton R. P. O., train 10; about 1:50 p. m., when near Somerville, N. J., the mail compartment caught fire behind the stove. The fire was extinguished without any damage to mails.

April 12, 1894.—Jefferson City and Bagnell R. P. O., train 152, was wrecked 1½ miles south of Lohman, Mo., about 1:20 p. m. Mail car went down embankment and turned bottom up. Mail was slightly damaged. Clerk H. T. Holmes was seriously injured.

April 14, 1894.—Omaha and Ogden R. P. O., train 1, was wrecked near Hilliard, Wyo., at 9:55 p. m., by striking a large boulder which had fallen on the track. The letter and storage mail cars were thrown from the track and down an embankment. Clerk Bert L. Evans was slightly injured. The mail cars were badly damaged and rendered unfit for service. Delayed twelve and one-half hours.

April 14, 1894.—Atlanta, Macon and Montgomery R. P. O., train 7, collided with some freight cars between Marshalville and Montezuma, Ga. Clerk T. J. Williamson was seriously injured. No mail lost or damaged. Delayed six hours.

April 15, 1894.—St. Louis and Texarkana R. P. O., train 55, collided with a freight train at Argenta, Ark., at 7:45 a. m. The front platform of postal car was demolished. Letters were scattered from the case, but none lost or damaged. Clerks unhurt. Delayed two hours and ten minutes.

April 16, 1894.—New York, Hornellsville and Buffalo R. P. O., train 1, was derailed in the yard at Hornellsville, N. Y., at 7:25 p. m. Cause unknown. Clerks not injured and no mail lost or damaged. Delayed thirty minutes.

April 19, 1894.—Ogdensburg and Utica R. P. O., train 508, collided with train 501 at Theresa Junction, N. Y., about 5:25 p. m., caused by an open switch. The postal car was thrown off the track and forward platform smashed and the truck torn out. Clerk not injured and no mail lost or damaged. Delayed several hours.

April 19, 1894.—Litchfield and Kampsville R. P. O., train 3, was derailed near Kampsville, Ill., at 2:10 p. m. Clerk not injured and no mail lost or damaged. Delayed four and one-half hours.

April 20, 1894.—Lyons and Williamsport R. P. O., train 1, ran into a landslide near Tiadaghton, Pa., about 12:40 p. m. Clerk not injured and no mails lost or damaged. Delayed two hours.

April 20, 1894.—McCook and Denver R. P. O., train 4, was derailed near Yuma, Colo., at 4:30 p. m., caused by sand drift. Apartment car was derailed and disabled. Clerk not injured and no mail lost or damaged.

April 21, 1894.—Versailles and Lexington R. P. O., train 182, was wrecked 5 miles west of Boonville, Mo., about 8:30 a. m.; cause unknown. Mail car was thrown from the track and almost demolished. No mail lost or damaged and clerk not injured. Delayed several hours.

April 21, 1894.—Atlanta and Birmingham R. P. O., train 50, was wrecked near Avondale, Ala., at 10:10 p. m., by striking a freight car. Mail apartment car was badly damaged. Clerks D. A. Russell and B. L. Williams were slightly injured. No mail lost or damaged. Delayed three hours.

April 21, 1894.—Lincoln and Concordia R. P. O., train 89, while making a catch at Shestak, Nebr., clerk J. S. McKay was seriously injured by handle of catcher breaking.

April 23, 1894.—Philadelphia and Westchester R. P. O., train 7, in shifting the mail apartment car before its departure from the Philadelphia depot it was struck with such violence, at 6:30 a. m., that it had to be sent to the shops for repairs. Clerks and mails not injured.

April 26, 1894.—New York, Hornellsville and Buffalo R. P. O., train 8, while being drilled in the yards at Hornellsville, N. Y., was struck with such force as to throw clerks A. C. Boynton, E. A. Holcomb and C. Evans off their feet, slightly injuring them.

April 26, 1894.—New York and Pittsburg R. P. O., train 20, was struck by a passing freight train near Seward, Pa., about 5:15 a. m. No injury to clerks or mail. One of the postal cars was badly damaged.

April 27, 1894.—Vanceboro and Bangor R. P. O., train 71; while standing in the yards at Bangor, Me., between 5 and 6 a. m., one of the large hanging lamps in the postal car caught fire and part of it melted and ran down before the fire could be

extinguished, damaging the ends of two fourth-class registered packages and about twelve letters.

April 28, 1894.—Greeley and Denver R. P. O., train 23; Clerk C. H. Field had his thumb and forefinger badly lacerated by point of hook of scales while weighing mails, about 10:30 a. m., at Longmont, Colo., and was incapacitated for duty thereby for twenty-two days.

April 30, 1894.—Fernandina and Tampa R. P. O., train 9, was wrecked on the evening of April 30, 1894, 3 miles south of Abbott, Fla., by running into a burned trestle. Mail car caught fire and was badly damaged. A portion of the mail was damaged by water. Clerk John L. Taylor was slightly injured.

May 1, 1894.—A lamp exploded in the baggage car of train 24 of the Seaboard Air Line Railroad between Polkton and Wagesboro, N. C., and one sack of paper mail was entirely consumed by fire and five others badly damaged.

May 3, 1894.—Williamsport and Pottsville R. P. O., train 5; about 3:25 p. m., when 1 mile north of Paxinos, Pa., the engine broke down, and while the engine was stopping for repairs a freight train following ran into the rear end of the train, crushing the front end of the mail apartment car. The clerk escaped injury by jumping from the car. No mail lost or damaged. Delayed three hours.

May 4, 1894.—Train 50 of the Duluth and Iron Range Railroad, running between Virginia and Allen Junction, Minn., carrying mail for and connecting with the Fly and Duluth R. P. O., was derailed at Allen Junction, Minn., on account of defective frog. A portion of the paper mail was slightly damaged by water.

May 5, 1894.—Switz City and Effingham R. P. O., train 1, was derailed 3 miles east of Linton, Ind., at 1 p. m. No mail lost or damaged and clerk not injured. Delayed eight hours.

May 5, 1894.—Cuba and Selma R. P. O., train 52, was wrecked 5 miles south of Steeleville, Mo., at 9:45 a. m., caused by washout. No mail lost or damaged and clerk not injured.

May 7, 1894.—Switz City and Effingham R. P. O., train 1, was derailed at 1:15 p. m., 2 miles east of Linton, Ind. Delayed one hour and fifty minutes. No mails lost or damaged.

May 9, 1894.—Denver and Ogden R. P. O., train 1, was wrecked 15 miles west of Fruita, Colo., at 2:45 a. m., by rock slide. No damage or loss to mail, but mail apartment car was badly wrecked. Clerk not injured. Delayed ten hours and twenty minutes.

May 9, 1894.—St. Louis and El Dorado R. P. O., train 15, was wrecked 3 miles west of Benton, Ill., at 11:30 a. m., by running into some cattle. No mail lost or damaged. Clerk not injured. Delayed two hours.

May 9, 1894.—Marion and Kingsville R. P. O., train 32, was wrecked 1 mile east of Rock Hill, S. C., at 10:45 a. m. Mail car demolished. Clerk unhurt. No mail lost, damaged, or destroyed.

May 9, 1894.—Chicago and Cairo R. P. O., train 24, was derailed at 3:20 a. m., at Buckley, Ill., caused by defective switch. The postal car was somewhat damaged. Clerks not injured. No mail lost, but considerable damage was done by oil from the lamps.

May 10, 1894.—Chicago, Elroy, and St. Paul R. P. O., train 4, was wrecked 2 miles east of Menomonie Junction (n. o.), Wis., at 10:15 a. m., by a head-end collision with a freight train. The tender of train 4 passed entirely through the mail car, from end to end, demolishing the car completely. Clerks J. C. Harlow and W. S. Reese were seriously injured. A considerable portion of the mail was damaged, but none is thought to have been lost or destroyed.

May 10, 1894.—Hannibal and Gilmore R. P. O., train 1, was wrecked by going through a bridge 2 miles south of Frankford, Mo., about 7 a. m. Clerk C. H. Harris was seriously injured. The mail was damaged by being soiled with dirt and blood, but none lost.

May 11, 1894.—Chester and Farmville R. P. O., train 2, was wrecked near Mosely Junction, Va., at 6:10 p. m., by being backed into by two loaded cars on side track. The mail apartment was considerably damaged and Clerk T. A. Miles slightly injured. No mail lost or destroyed.

May 11, 1894.—Texarkana and El Paso R. P. O., train 4, was wrecked near Kent Station by engine, mail, and baggage car breaking through a bridge. The mail car turned over and was badly damaged. The letter mail was damaged by being saturated with oil, but none lost. Clerk W. N. McConnell was slightly injured. Delayed fourteen hours.

May 12, 1894.—Chicago, Monon and Cincinnati, and Chicago and Louisville mail apartment cars, which are carried on the Louisville, New Albany and Chicago R. P. O., train 33-5, as far as Monon, Ind., were demolished in a wreck caused by running into an open switch 2 miles east of Hammond, Ind., at 9:30 a. m. Clerk W. H. Wilkinson, of the Chicago, Monon and Cincinnati R. P. O., and Clerk J. M. Hose, of the Chicago and Louisville R. P. O., were seriously injured. Clerk J. W. Kelly, of the

Chicago and Louisville R. P. O., was slightly injured. The mail was all saved, but some was in bad condition.

May 16, 1894.—Middleton and Pontotoc R. P. O., train 2, was wrecked by broken axle 7 miles south of Middleton, Tenn., at 1:40 p. m. No mails lost, damaged, or destroyed. Clerk not injured. Delayed one hour.

May 18, 1894.—Chicago and Cairo R. P. O., train 24, was wrecked at Watson, Ill., at 11:50 p. m. The locomotive and postal car left the track and were ditched. The forward end of postal car was telescoped by tender of engine half the length of the car on one side. The car was then thrown across the track, against a freight engine standing on side track, whose tender crashed through the other side of the car at same end. Clerk C. H. Thomson was slightly injured. No mail lost or damaged.

May 18, 1894.—Boston, Springfield and New York R. P. O., train 70, ran into a freight train at Springfield, Mass., in consequence of an open switch, at 3 a. m. Clerk Jeremiah E. Murphy was seriously injured and clerk D. P. Mahan slightly so. Delayed forty-five minutes.

May 19, 1894.—Denver and Ogden R. P. O., train 1, was wrecked near Tucker, Utah, at 10:15 a. m., by some obstruction on the track. The mail car left the track and turned partially over, but no mails were lost or damaged. Clerk not injured. Delayed three hours and forty-five minutes.

May 22, 1894.—Cleveland, Hudson and Columbus R. P. O., train 2, collided with a freight train near Hudson at 9:45 a. m. Clerk C. J. Fowler was seriously injured. No mail lost or damaged.

May 22, 1894.—Albuquerque and Los Angeles R. P. O., train 3; the mail car broke down at Navajo, Ariz., at 5:55 a. m., by journal of mail car burning out. No mail damaged. Delayed two and one-quarter hours.

May 25, 1894.—Chatham and New York R. P. O., train 17, ran into a drove of cattle near Boston Corners, N. Y., killing several and throwing the trucks of the mail apartment from the track. The car was somewhat damaged, but the clerks and mails escaped without injury. Delayed three hours.

May 26, 1894.—Spokane and Seattle R. P. O., train 4, ran into a washout 4 miles west of Wenatchee, Wash., ditching the engine and mail car. The engine turned completely over and gradually pulled the mail car under the water as the engine slowly settled in the mud. The clerk got out the mail before any damage was done, leaving fourteen empty tie sacks and one pouch, which were not recovered. Clerk not injured. Delayed three days and three hours.

May 26, 1894.—Lawrenceburg and Burgin R. P. O., train 33; the engine was derailed 4 miles from Lawrenceburg at 10:20 a. m., on a trestle 25 feet high, throwing eleven box cars off the trestle and tearing front trucks from under mail apartment car, and leaving it standing on edge of trestle. Clerk Carrick H. Haverly was slightly injured. No mail lost or damaged.

May 27, 1894.—Boston, Springfield and New York R. P. O., train 75, ran into a passenger train on the Harlem division of the New York Central and Hudson River Railroad, near Woodlawn station, about 9:30 p. m. No mails lost or damaged. Clerk not injured. Delayed three hours.

May 27, 1894.—Baltimore and Pittsburg R. P. O., train 9, was wrecked 3½ miles east of Rockwood, Pa., at 3:30 a. m. The mail apartment was considerably damaged, but no mail lost or destroyed. Clerk Howard Wright was severely injured.

May 28, 1894.—Langdon and Larimore R. P. O., train 82, was run into by freight cars while switching at Inkster, N. Dak., at 2:35 p. m. Clerk E. R. Stivers was slightly injured. No mail lost or damaged.

May 30, 1894.—Express train 4, of the Chicago, Abbotsford and Minneapolis line, was wrecked and partially burned about 1 a. m., by running into an open switch near Mannville, Wis. There were 26 pouches of mail in the baggage car, 5 of which were destroyed.

June 2, 1894.—Gilman and Springfield R. P. O., train 501, ran into an open switch at Clinton, Ill., at 9:15 a. m. The apartment car was badly wrecked and Clerk Charles Jones was slightly injured. No mails lost or damaged. Delayed one hour and thirty minutes.

June 2, 1894.—Denison and Houston R. P. O., train 2, was wrecked at Howe, Tex., at 7:30 a. m., by running into an open switch. No mail lost, but some slightly damaged by oil from the lamps. Clerk S. T. Carroll was slightly bruised, but not disabled.

June 4, 1894.—St. Louis and Jackson R. P. O., train 5, was derailed at Fish Lake, a siding half way between East Carondelet and Columbia, Ill., at 9:35 p. m., caused by running into an open switch. The mail car was derailed and thrown down an embankment and disabled. No mail lost or destroyed. Delayed nine hours.

June 4, 1894.—Texarkana and Whitesboro R. P. O., train 51, was derailed at Bonham, Tex., by running into an open switch. Engine, baggage, and mail cars derailed. No damage to mail or mail car. Clerk uninjured. Delayed six hours and fifteen minutes.

June 4, 1894.—New York and Point Pleasant R. P. O., train 320, was wrecked at 5:13 p. m., near Perth Amboy, N. J., by colliding with the engine of a coal train. The mail car was disabled. Clerks not injured and no mail lost or damaged. Delayed one hour and a half.

June 5, 1894.—Mound House and Keeler R. P. O., train 4, was ditched by running into a washout 7 miles south of Bishop, Cal. Clerk not injured. No damage to mails.

June 6, 1894.—Helena and Spokane R. P. O., train 2, was wrecked by a landslide in the Iron Ridge Tunnel, $1\frac{1}{2}$ miles west of Butler, Mont., at 8:55 a. m. The express car telescoped the mail car completely. No mail lost or destroyed. Clerk F. J. Scherrer was severely injured. Mail delayed ten hours.

June 8, 1894.—Denver and Silver Plume R. P. O., train 51, was wrecked at 9:40 a. m., 5 miles west of Golden, Colo., caused by high water undermining the track in the canyon. The engine, mail, baggage, and smoking car left the track and went down an embankment into the creek. No mail lost, but some damaged by being saturated with oil from the broken lamps. Clerk A. A. Rice was seriously injured.

June 8, 1894.—Atlanta and Birmingham R. P. O., train 53, was wrecked a half mile east of Nicejack, Ga., by head-end collision with a freight train. The mail car was totally demolished, and the mail was wet by steam and water from the engines. Three registered packages were destroyed. Clerk R. R. Hughes was slightly injured.

June 9, 1894.—Pittsburg and St. Louis R. P. O., train 20, was wrecked 1 mile east of Pocahtontas, Ill., at 9:10 a. m. The mail cars were almost completely destroyed. The mail was slightly damaged, but none lost. Clerks C. G. Unversaw, Oscar Van Horn, H. W. B. Rouston, J. B. Humes, J. M. Barnett, H. B. Albaugh, and T. H. Riley were seriously injured.

June 9, 1894.—Monett and Paris R. P. O., train 1, was wrecked at Rogers, Ark., by running into an open switch. The front trucks of the mail car were damaged and the platform shattered. Clerks Augustus Cole and J. R. Rackerby were slightly bruised, but not disabled. No mail lost or damaged. Delayed eight hours and forty-five minutes.

June 11, 1894.—Decorah and Cedar Rapids R. P. O., train 51, ran into an open switch $1\frac{1}{2}$ miles south of Decorah, Iowa, at 2 p. m., and collided with a car loaded with railroad ties standing on the side track, derailing the entire train. No damage to mails and clerk not injured.

June 13, 1894.—Providence and Pascoag R. P. O., train 36, was wrecked near Stillwater, R. I., about 5:35 p. m., by a head-on collision with a west-bound train. The tender of the engine was forced into the end of the mail car and Clerk E. H. Fiske was considerably bruised, but not disabled. No mails lost or damaged.

June 14, 1894.—Richmond, Gordonsville and Clifton Forge R. P. O., train 6, was derailed near Hanover, Va., by a misplaced switch, at 7 a. m. The apartment car was slightly damaged. No mail lost or destroyed. Clerk not injured.

June 14, 1894.—Sunbury and Lewiston R. P. O., train 3, collided with a work train 2 miles west of McClure, Pa., at 3:50 p. m. The postal clerk was not injured, and there was no damage to the mails or the car. Delayed one hour and twenty minutes.

June 16, 1894.—Anderson and Waveland R. P. O., train 1, was derailed 2 miles west of Noblesville, Ind., caused by the breaking of the trucks under the engine. The mail apartment was somewhat damaged. Some of the mail was thrown from the boxes and soiled, but none lost or damaged. Delayed three hours. Clerk slightly bruised.

June 17, 1894.—Denver and Ogden R. P. O., train 1, was wrecked near West Water, Utah, about 5:30 a. m., by colliding with an express train. The tender of the engine was forced through into the mail car, almost destroying it. No mail lost or damaged. Clerk not injured.

June 19, 1894.—Cameron and Atchison R. P. O., train 56; Clerk Arthur W. Gage, in trying to secure a catcher punch at Saxton, Mo., after having caught same as it was about falling from the catcher, had his hand injured to such an extent as to disable him for duty for ten days.

June 19, 1894.—Houston and El Paso R. P. O., train 17, was wrecked at Luling, Tex., by running into a split switch. Clerk J. C. F. Kerr was seriously injured. The mail car was completely demolished, the mail scattered, and considerably damaged by water, oil, and blood.

June 20, 1894.—Washington and Hinton R. P. O., train 1, collided with freight train at Rapidan, Va., at 4:45 p. m. The mail car was slightly damaged. No mail lost or damaged. Clerk B. F. Myer was slightly injured.

June 20, 1894.—Asheville and Murphy R. P. O., train 18, was derailed 5 miles west of Bryson City, N. C., at 11:40 a. m. No mail lost or destroyed. Apartment car slightly damaged. Clerk not injured.

June 25, 1894.—Auburn and Harrisburg R. P. O., train 1, 1 mile west of Yellow Springs Station, about 10:30 a. m., the engine became disabled by the breaking of the axle of the driving wheel. Clerk not injured. No damage to mail or mail car. Delayed one hour.

June 27, 1894.—San Francisco and Los Angeles R. P. O., train 20, collided with a local train at Berenda Station, caused by a switch being left open. Clerk E. B. Spear was severely injured. Delayed forty-five minutes.

June 28, 1894.—Cranberry and Johnson City R. P. O., train 4, was derailed 1 mile east of Allentown, Tenn., at 8:45 a. m. No mail lost or damaged. Clerk not injured.

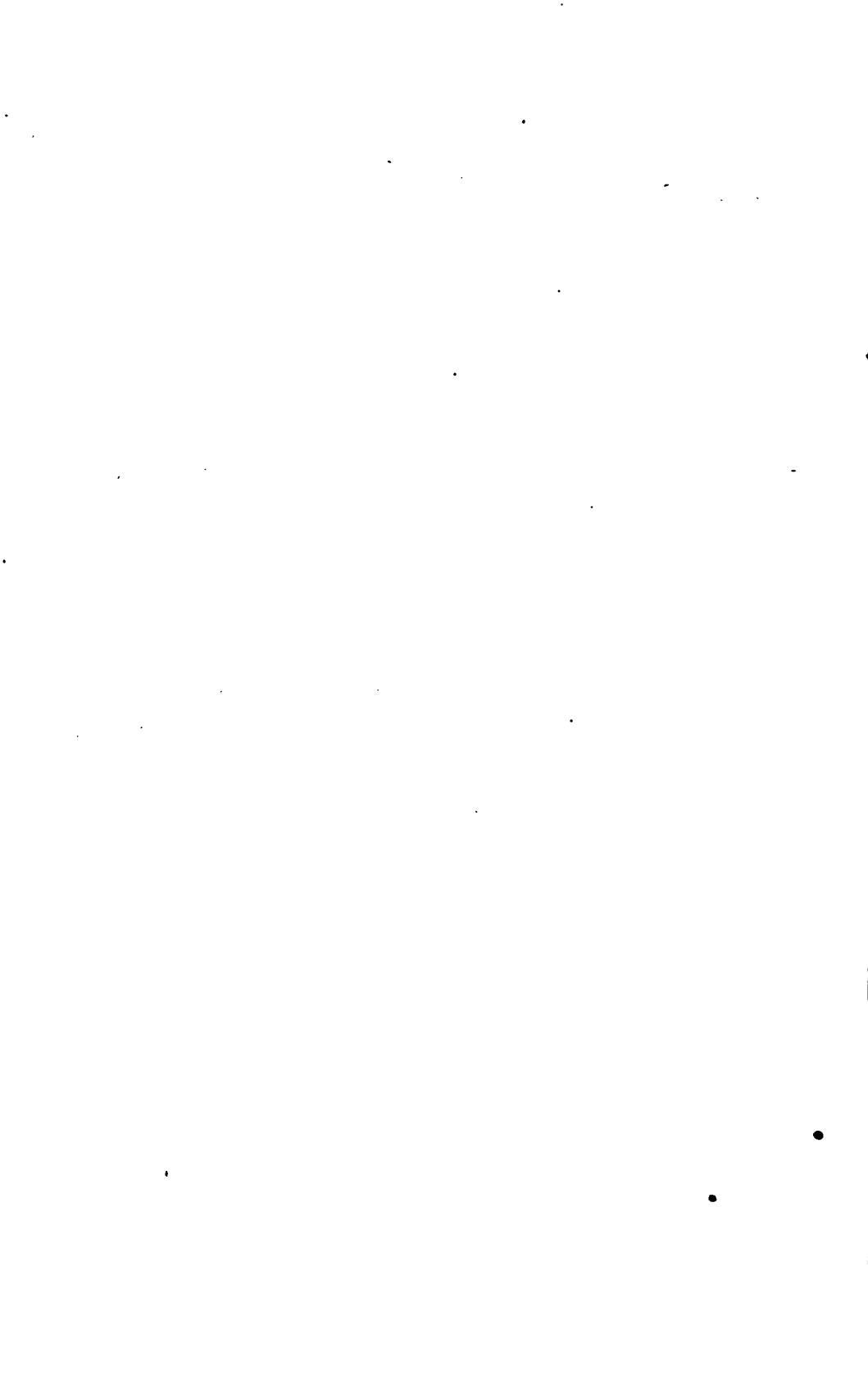
June 29, 1894.—Washington and Charleston R. P. O., train 35, collided with a freight car on side track at Weldon, N. C., at 9:36 p. m., breaking one end of mail car and scattering letters over the floor. No mail lost or destroyed. Clerks not injured.

June 29, 1894.—Clerk C. I. Haladay, of the Kansas City and Pueblo R. P. O., while performing service as a helper in the Kansas City and Wichita R. P. O., attempted to catch a falling chandalier, and had his hand injured to such an extent as to disable him for duty for seven days.

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REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
FOR
1894.



REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 26, 1894.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1894:

From table (A) immediately following, showing the weights of the mails dispatched by sea to foreign countries, and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

| | Grams. | Pounds. |
|-----------------------------|-------------------|-------------|
| Letters and post cards..... | 386, 425, 789= | 852, 068 |
| Other articles | 2, 238, 978, 742= | 4, 936, 948 |
| Total | | 5, 789, 016 |

of which the mails for transatlantic destinations comprised—

| | Grams. | Pounds. | Per cent. |
|-----------------------------|-------------------|-------------|-----------|
| Letters and post cards..... | 340, 152, 243= | 750, 035 | or 88. 0 |
| Other articles | 1, 596, 336, 115= | 3, 519, 921 | or 71. 3 |
| Total | | 4, 269, 956 | |

and that of the transatlantic mails, the mails for Great Britain consisted of—

| | Grams. | Pounds. | Per cent. |
|-------------------------------|-----------------|-------------|-----------|
| Letters and post cards..... | 126, 961, 884 = | 279, 951 | or 37. 3 |
| Other articles | 735, 211, 255 = | 1, 621, 140 | or 46. 1 |
| Total for Great Britain | | 1, 901, 091 | |

the mails for Germany—

| | Grams. | Pounds. | Per cent. |
|------------------------------|-----------------|----------|-----------|
| Letters and post cards | 68, 201, 075 = | 150, 383 | or 20. 1 |
| Other articles | 332, 963, 302 = | 734, 184 | or 20. 9 |
| Total for Germany..... | | 884, 567 | |

the mails for France—

| | Grams. | Pounds. | Per cent. |
|------------------------------|-----------------|----------|-----------|
| Letters and post cards | 21, 577, 618 = | 47, 579 | or 6. 4 |
| Other articles | 121, 376, 851 = | 267, 635 | or 7. 6 |
| Total for France | | 315, 214 | |

with each of which countries there is direct steamship communication; leaving as the weights of the mails for all other transatlantic destinations—

| | Grams. | Pounds. | Per cent. |
|-----------------------------|---------------|------------|-----------|
| Letters and post cards..... | 169,685,212 = | 374,155 or | 35.0 |
| Other articles..... | 406,784,707 = | 896,962 or | 25.5 |

Total for other transatlantic destinations 1,271,117

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1894. (Where the percentage is not stated it was ascertained to be less than one-half of 1 per cent.)

TRANSATLANTIC SERVICE.

| Countries. | Letters and post cards. | Per cent. | Other articles. | Per cent. |
|--------------------|-------------------------------|-----------|-----------------------------------|-----------|
| | <i>Grams.</i> | | <i>Grams.</i> | |
| Great Britain..... | 126,961,884 | 37.33 | 735,211,255 | 46.06 |
| Germany..... | 68,201,075 | 20.05 | 332,963,302 | 20.86 |
| Italy..... | 24,676,048 | 7.26 | 43,128,142 | 2.70 |
| Sweden..... | 22,632,943 | 6.65 | 91,867,930 | 5.76 |
| France..... | 21,577,618 | 6.34 | 121,376,651 | 7.60 |
| Austria..... | 19,501,239 | 5.73 | 47,631,762 | 2.98 |
| Russia..... | 17,001,755 | 5 | 27,546,360 | 1.72 |
| Norway..... | 10,484,117 | 3.08 | 35,316,627 | 2.21 |
| Switzerland..... | 6,606,125 | 1.94 | 36,212,010 | 2.27 |
| Denmark..... | 5,960,529 | 1.75 | 18,436,462 | 1.16 |
| Netherlands..... | 5,270,415 | 1.55 | 19,973,869 | 1.25 |
| Belgium..... | 3,832,616 | 1.13 | 18,490,394 | 1.16 |
| Spain..... | 2,380,650 | .70 | 19,849,380 | 1.24 |
| Turkey..... | 2,033,715 | .60 | 8,475,849 | .53 |
| Portugal..... | 1,537,720 | | 4,093,563 | |
| India..... | 1,304,059 | | 32,667,659 | 2.05 |
| South Africa..... | 189,535 | | 3,092,700 | |
| Total..... | 340,152,243 = 1bs. 750,035 | | 1,596,336,115 = 1bs. 3,519,921 | |

TRANSPACIFIC AND MISCELLANEOUS SERVICE.

| | | | | |
|---|-----------|-------|------------|------|
| WEST INDIES. | | | | |
| Cuba..... | 6,152,880 | 13.30 | 58,518,267 | 9.10 |
| Other West India Islands..... | 1,753,619 | 3.79 | 21,611,651 | 3.36 |
| Jamaica..... | 1,278,264 | 2.76 | 15,827,305 | 2.48 |
| Bermuda..... | 952,735 | 2.06 | 9,411,215 | 1.48 |
| Haiti..... | 926,430 | 2.00 | 8,296,725 | 1.29 |
| Bahamas..... | 366,690 | .84 | 4,783,328 | .74 |
| Porto Rico..... | 321,435 | .69 | 2,262,016 | |
| San Domingo..... | 276,135 | .60 | 4,822,020 | .75 |
| Turks Islands..... | 36,590 | | 406,900 | |
| CANADA. | | | | |
| Nova Scotia..... | 3,296,888 | 7.13 | 29,142,942 | 3.12 |
| British Columbia..... | 298,925 | .65 | 45,357 | |
| Newfoundland..... | 121,164 | | 934,060 | |
| St. Pierre and Miquelon..... | 46,703 | | 496,580 | |
| New Brunswick..... | 17,730 | | | |
| CENTRAL AMERICA. | | | | |
| Guatemala..... | 1,283,105 | 2.77 | 18,415,991 | 2.87 |
| Costa Rica..... | 963,016 | 2.08 | 17,511,982 | 2.73 |
| Nicaragua..... | 794,395 | 1.72 | 10,878,050 | 1.69 |
| Salvador..... | 781,365 | 1.69 | 14,145,923 | 2.20 |
| Republic of Honduras..... | 436,338 | .94 | 6,584,916 | 1.02 |
| British Honduras..... | 254,372 | .55 | 2,496,422 | |
| Mexico..... | 1,015,058 | 2.19 | 15,773,445 | 2.44 |
| SOUTH AMERICA. | | | | |
| Venezuela..... | 1,872,780 | 4.05 | 23,103,566 | 3.59 |
| Curaçao..... | 513,525 | 1.11 | 3,709,774 | .58 |
| Colombia..... | 1,842,801 | 3.96 | 40,713,927 | 6.34 |
| Panama (from pursers of United States vessels)..... | 17,130 | | | |
| Brazil..... | 1,766,338 | 3.82 | 28,907,608 | 4.49 |
| Chile..... | 1,131,900 | 2.44 | 22,296,306 | 3.47 |
| Peru..... | 1,093,978 | 2.36 | 18,731,837 | 2.92 |
| Argentine Republic..... | 913,907 | 1.97 | 18,727,077 | 2.91 |

A.—Statement showing the net weights and percentages of the mails, etc.—Continued.

TRANSPACIFIC AND MISCELLANEOUS SERVICE—Continued.

| Countries. | Letters and post cards. | Per cent. | Other articles. | Per cent. |
|---|-------------------------|-----------|------------------|-----------|
| SOUTH AMERICA—continued. | | | | |
| | <i>Grams.</i> | | <i>Grams.</i> | |
| Ecuador | 511,426 | 1.10 | 7,260,340 | 1.13 |
| Uruguay | 219,969 | | 6,405,350 | 1.00 |
| Bolivia | 142,905 | | 4,064,650 | .63 |
| British Guiana | 65,215 | | 887,351 | |
| Paraguay | 14,633 | | 752,335 | |
| Dutch Guiana | 10,625 | | 10,795 | |
| ASIA. | | | | |
| Japan | 4,579,078 | 9.89 | 49,598,981 | 7.72 |
| Hongkong | 2,222,952 | 4.80 | 9,717,766 | 1.51 |
| Shanghai (United States Postal Agency) | 925,000 | 2.00 | 19,804,931 | 3.08 |
| From United States Postal Agent, Shanghai | 244,488 | .53 | 1,211,102 | |
| Manila | 67,806 | | 1,808,724 | |
| Singapore | 22,448 | | 1,228,582 | |
| Siam | 13,536 | | 213,277 | |
| Java | 12,536 | | 99,165 | |
| Cochin China | 8,674 | | 110,325 | |
| AUSTHALASIA. | | | | |
| The British-Australasian colonies | 3,633,940 | 7.85 | 105,918,692 | 16.48 |
| New Caledonia | 7,554 | | 146,860 | |
| POLYNESIA. | | | | |
| Hawaii | 2,753,505 | 5.95 | 39,483,630 | 6.14 |
| Tahiti | 107,059 | | 1,553,576 | |
| Samoa Islands | 99,974 | | 1,008,748 | |
| Marquessa Islands | 4,107 | | 161,517 | |
| Gilbert Islands | 340 | | 6,916 | |
| Marshall Islands | 85 | | | |
| South Africa | 87,111 | | 1,675,324 | |
| Total | 46,273,546 | | 642,642,627 | |
| | = lbs. 102,033 | | = lbs. 1,417,026 | |
| Aggregate | 386,425,789 | | 2,238,978,742 | |
| | = lbs. 852,068 | | = lbs. 4,936,948 | |

A comparison of the foregoing Table with the similar Table furnished with the report for last year shows the weights of the mails to have increased and decreased as follows, viz:

| | 1894. | | 1893. | |
|------------------------------|---------------|----------------|---------------|------------------|
| | <i>Grams.</i> | <i>Pounds.</i> | <i>Grams.</i> | <i>Pounds.</i> |
| Transatlantic: | | | | |
| Letters and post cards | 340,152,243 | 750,035 | 344,167,220 | 758,888 |
| Other articles | 1,596,336,115 | 3,519,921 | 1,561,726,451 | 3,443,606 |
| Other destinations: | | | | |
| Letters and post cards | 46,273,546 | 102,033 | 43,366,194 | 95,622 |
| Other articles | 642,642,627 | 1,417,027 | 605,503,418 | 1,335,135 |
| Aggregate: | | | | |
| Letters and post cards | 386,425,789 | 852,068 | 387,533,414 | 854,511 |
| Other articles | 2,238,978,742 | 4,936,948 | 2,167,229,869 | 4,778,741 |
| | | | | |
| | Increase. | | Decrease. | |
| | <i>Grams.</i> | <i>Pounds.</i> | <i>Grams.</i> | <i>Pounds.</i> |
| Transatlantic: | | | | |
| Letters and post cards | | | 4,014,977 | 8,853 |
| Other articles | 34,609,664 | 76,315 | | |
| Other destinations: | | | | |
| Letters and post cards | 2,907,352 | 6,411 | | |
| Other articles | 37,139,209 | 81,892 | | |
| Aggregate: | | | | |
| Letters and post cards | | | 1,107,625 | 2,443 |
| Other articles | 71,748,873 | 158,207 | | |
| | | | | <i>Per cent.</i> |
| | | | | 1.2 |
| | | | | 2.2 |
| | | | | 6.7 |
| | | | | 6 |
| | | | | .5 |
| | | | | 3.3 |

The following Table (B) shows the weights of the mails conveyed and the amount of compensation received by each of the different Lines of steamers, as well as which are of United States and which of foreign register; and Table C shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance:

B.—Statement showing the net weights of the United States mails conveyed, and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries.

(1) Vessels of United States register, not under contract, receive \$1.60 per pound for letters and post cards, and 8 cents per pound for other articles. (2) Vessels of foreign register, 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about 44 cents per pound) for other articles.

[2.205 pounds = 1 kilogram.]

Transatlantic service.

| Name of line. | Register. | Letters. | Prints. | Compensation. |
|--------------------------------------|-----------------------|---------------------------------|---------------------------------------|----------------|
| | | <i>Grams.</i> | <i>Grams.</i> | |
| International Navigation Co | (1) United States ... | 44, 416, 012 | 181, 522, 142 | \$188, 720. 19 |
| International Navigation Co | (2) Foreign | 2, 613, 850 | 12, 053, 753 | 3, 685 56 |
| North German Lloyd | do | 107, 073, 528 | 564, 134, 090 | 157, 784 90 |
| Cunard (New York) | do | 91, 416, 143 | 431, 954, 325 | 129, 900. 17 |
| White Star | do | 35, 124, 334 | 137, 628, 565 | 47, 176. 13 |
| Hamburg-American | do | 32, 787, 783 | 141, 674, 819 | 45, 311. 83 |
| Liverpool and Great Western | do | 2, 671, 636 | 13, 843, 847 | 3, 914. 06 |
| Cunard (Boston) | do | 716, 869 | 4, 872, 215 | 1, 161. 95 |
| Anchor | do | 14, 350 | 8, 830 | 14. 71 |
| American | (1) United States ... | 511 | 56 | 1. 81 |
| Thingvalla | (2) Foreign | 1, 255 | | 1. 21 |
| * General Transatlantic | do | 23, 294, 127 | 108, 610, 701 | 32, 959. 77 |
| * Red Star | do | 13, 890 | 5, 722 | 13. 96 |
| * Netherlands Steam Navigation | do | 7, 955 | 27, 050 | 10. 29 |
| American and African | do | 50, 076 | 1, 149, 842 | 150. 28 |
| Union | do | 37, 035 | 525, 482 | 86. 45 |
| Total | | 340, 239, 354 =lbs. 750, 228 | 1, 598, 011, 439 =lbs. 3, 516, 421 | 610, 882. 27 |

* Settled for in account of balances due foreign countries.

Transpacific service.

(1) VESSELS OF UNITED STATES REGISTER.

| Name of line. | Letters. | | Prints. | | Compensation. |
|---|---------------|----------------|---------------|----------------|---------------|
| | <i>Grams.</i> | <i>Pounds.</i> | <i>Grams.</i> | <i>Pounds.</i> | |
| Pacific Mail: | | | | | |
| San Francisco to Hongkong, via Hawaii and Japan (contract service up to March 31, 1894) | 1, 841, 878 | 4, 061 | 18, 985, 472 | 41, 863 | \$73, 480. 00 |
| San Francisco to Hongkong, via Hawaii and Japan (noncontract service) | 1, 126, 983 | 2, 485 | 12, 792, 812 | 28, 208 | 6, 871. 48 |
| United States Postal Agency, Shanghai to San Francisco | 61, 691 | 136 | 326, 646 | 720 | 275. 25 |
| * Oceanic: | | | | | |
| San Francisco to Australasian colonies | 5, 039, 532 | 11, 112 | 129, 114, 298 | 284, 697 | 56, 000. 00 |
| San Francisco to Hawaii | 774, 638 | 1, 708 | 7, 916, 552 | 17, 456 | 4, 123. 40 |
| Total | 8, 844, 722 | 19, 502 | 169, 135, 780 | 372, 944 | 140, 756. 13 |

* Compensation \$60,000 per annum, less \$1,000 per trip for four trips performed by steamer of foreign register.

Transpacific service.—Continued.

(2) VESSELS OF FOREIGN REGISTER.

| Name of line. | Letters. | | Prints. | | Compensation. |
|--|-----------|---------|------------|---------|---------------|
| | Grams. | Pounds. | Grams. | Pounds. | |
| Occidental and Oriental: | | | | | |
| San Francisco to Hongkong via Hawaii and Japan..... | 3,776,224 | ..... | 40,639,658 | ..... | \$7,565.78 |
| United States Postal Agency, Shanghai, to San Francisco..... | 122,736 | ..... | 542,213 | ..... | 170.77 |
| Pacific Mail: | | | | | |
| San Francisco to Hongkong via Hawaii and Japan..... | 1,515,822 | ..... | 15,320,235 | ..... | 2,941.18 |
| United States Postal Agency, Shanghai, to San Francisco..... | 38,689 | ..... | 198,366 | ..... | 56.48 |
| Northern Pacific: Tacoma to Hongkong via Hawaii and Japan..... | 263,592 | ..... | 4,524,531 | ..... | 690.99 |
| San Francisco to Tahiti and Marquesas Islands: | | | | | |
| J. Pinet & Co..... | 73,383 | ..... | 1,140,005 | ..... | 180.83 |
| M. Turner..... | 87,783 | ..... | 575,088 | ..... | 91.96 |
| San Francisco to Marshall and Gilbert Islands: Weightman Bros..... | 425 | ..... | 0,916 | ..... | 1.08 |
| Total..... | 5,828,654 | ..... | 62,947,012 | ..... | \$11,699.07 |

Miscellaneous service.

(1) VESSELS OF UNITED STATES REGISTER.

| Name of line. | Letters. | | Prints. | | Compensation. |
|--|------------|---------|-------------|---------|---------------|
| | Grams. | Pounds. | Grams. | Pounds. | |
| Pacific Mail: New York to Colon (contract service up to Mar. 31, 1894)..... | 3,487,065 | 7,689 | 73,026,432 | 161,023 | \$61,587.00 |
| Pacific Mail: New York to Colon (noncontract service)..... | 1,013,970 | 2,236 | 20,106,050 | 44,334 | 7,080.31 |
| Colombian: New York to Colon..... | 109,855 | 242 | 2,053,255 | 4,527 | 747.97 |
| Pacific Mail: San Francisco to Panama (contract service up to Sept. 30, 1893)..... | 238,045 | 525 | 1,737,325 | 3,831 | 11,752.75 |
| Pacific Mail: San Francisco to Panama (noncontract service)..... | 662,042 | 1,459 | 5,452,719 | 12,023 | 3,283.05 |
| Panama Steamship Co.: San Francisco to Panama..... | 8,198 | 18 | 49,374 | 109 | 37.63 |
| Red "D" (Boulton, Bliss & Dallett): New York to Venezuela and Dutch West Indies (contract service)..... | 2,442,040 | 5,384 | 27,533,076 | 60,710 | 79,030.00 |
| Red "D" (Boulton, Bliss & Dallett): New York to Venezuela and Dutch West Indies (noncontract service)..... | 240,190 | 529 | 3,216,010 | 7,091 | 1,414.70 |
| New York and Cuba Mail: New York to Mexico (contract service)..... | 264,085 | 582 | 3,166,204 | 6,849 | 130,104.00 |
| New York and Cuba Mail: New York to Cuba (contract service)..... | 418,390 | 922 | 4,489,480 | 9,900 | 73,476.00 |
| New York and Cuba Mail: New York to Cuba (noncontract service)..... | 171,780 | 378 | 777,010 | 1,715 | 743.22 |
| Clyde: New York to Haiti, San Domingo, etc..... | 378,590 | 834 | 5,933,960 | 13,084 | 2,382.41 |
| Boat n Fruit: Boston to Jamaica..... | 13,207 | 29 | 181,090 | 410 | 79.42 |
| Royal Mail: New Orleans to Central America..... | 1,213,689 | 2,676 | 17,402,400 | 38,372 | 7,351.68 |
| Oteri's Pioneer: New Orleans to Republic of Honduras..... | 55,908 | 123 | 722,807 | 1,549 | 824.74 |
| Morgan: New Orleans to Nicaragua..... | 152,186 | 335 | 2,116,847 | 4,667 | 910.32 |
| Morgan: New Orleans to Cuba..... | 26,185 | 57 | 125,515 | 276 | 114.51 |
| Pacific Coast: San Francisco to Mexico..... | 148,080 | 326 | 1,929,081 | 4,253 | 862.71 |
| * Pacific Coast: San Francisco to British Columbia..... | 53,214 | 117 | 45,357 | 100 | 48.79 |
| * Oregon Short Line and Utah Northern Railroad: Port Townsend to British Columbia..... | 126,078 | 278 | ..... | ..... | 123.67 |
| * Puget Sound and Alaska: Port Townsend to British Columbia..... | 119,633 | 263 | ..... | ..... | 117.67 |
| * American Express: Eastport to New Brunswick..... | 15,060 | 33 | ..... | ..... | 15.07 |
| † Pacific Mail (inward): From pursers United States vessels to San Francisco..... | 17,130 | 37 | ..... | ..... | 34.24 |
| North American Navigation Co.: San Francisco to Colombia..... | 70,152 | 154 | 495,625 | 1,692 | 334.94 |
| Total..... | 11,444,770 | 25,226 | 170,505,517 | 375,915 | 381,965.80 |

* Compensation 1 cent a letter.

† Compensation 2 cents a letter.

Miscellaneous service—Continued.

(2) VESSELS OF FOREIGN REGISTER.

| Name of line. | Letters. | Prints. | Compensation. |
|---|-----------------------------|-------------------------------|---------------|
| | <i>Grams.</i> | <i>Grams.</i> | |
| Lamport and Holt: New York to Brazil and La Plate countries. | 1,629,073 | 33,119,705 | \$4,765.20 |
| Booth: New York to Brazil. | 408,446 | 4,021,811 | 782.25 |
| Knott's Prince (J. C. Seager, agent): New York to Brazil, Colombia, etc. | 237,994 | 3,047,109 | 610.53 |
| Sloman's Brazil: New York to Brazil and La Plate countries. | 118,201 | 1,878,595 | 295.46 |
| Red Cross: New York to Brazil and La Plate countries. | 127,150 | 1,947,214 | 252.71 |
| Severn, Limited: Baltimore to Brazil and La Plate countries. | 50,342 | 1,404,947 | 184.16 |
| Norton & Son: New York to La Plate countries. | 500,396 | 10,873,648 | 1,532.18 |
| Knott's Prince (J. C. Seager, agent): New York to La Plate countries. | 37,290 | 809,640 | 114.12 |
| Quebec: New York to Venezuela and West Indies. | 1,110,701 | 12,699,542 | 2,313.74 |
| Trinidad: New York to Venezuela and West Indies. | 473,105 | 7,005,421 | 1,132.57 |
| Red "D": New York to Venezuela and West Indies. | 68,225 | 896,935 | 152.29 |
| Atlas: New York to Haiti, Jamaica, etc. | 2,095,605 | 26,853,970 | 4,613.47 |
| Clyde: New York to Haiti, etc. | 35,596 | 315,940 | 64.83 |
| Boston Fruit: Boston to Jamaica. | 77,332 | 1,455,578 | 215.09 |
| Central American: New York to Jamaica and Central America. | 39,335 | 698,226 | 105.34 |
| Knott's Prince (W. D. Munson, agent): New York to Jamaica, Colombia, etc. | 7,465 | 122,425 | 19.02 |
| "K": New York to Jamaica. | 6,720 | 87,330 | 14.91 |
| United States and Central American: New York to Jamaica. | 2,005 | 24,465 | 4.30 |
| Merchants' Regular: New York to Jamaica. | 1,595 | 15,280 | 2.93 |
| Bocas del Toro and New Orleans: New Orleans to Colombia. | 17,004 | 140,751 | 30.00 |
| Colombian Fruit: New Orleans to Colombia. | 14,079 | 127,023 | 26.42 |
| Colombia: New Orleans to Colombia. | 2,484 | 48,303 | 7.04 |
| Pacific Mail: San Francisco to Colombia. | 21,864 | 188,528 | 39.29 |
| Amsinck & Co.: New York to Colombia. | 5,110 | 89,690 | 13.59 |
| Hurlbut & Co.: New York to Colombia. | 120 | 860 | .15 |
| New York and Porto Rico: New York to Porto Rico. | 320,555 | 2,202,045 | 521.83 |
| Spanish Transatlantic: New York to Cuba and Colombia. | 14,770 | 189,650 | 32.55 |
| Quebec: New York to Bahamas. | 1,102,370 | 11,176,710 | 2,142.34 |
| *New York and Cuba Mail: New York to Bahamas. | 276,345 | 3,575,690 | 611.72 |
| Bahamas: New York to Bahamas. | 77,415 | 1,170,900 | 187.70 |
| Cash and Curry: Key West to Bahamas. | 18,770 | 173 | 18.12 |
| J. H. Coleman: Key West to Bahamas. | 4,505 | | 4.35 |
| *Royal Dutch West India Mail: West Indies, Venezuela, etc. | 286,295 | 2,660,980 | 533.06 |
| Demerara: New York to West Indies. | 61,080 | 874,811 | 143.37 |
| A. D. Straus & Co.: New York to West Indies. | 13,895 | 211,780 | 33.85 |
| Earn: Philadelphia and Baltimore to West Indies. | 17,922 | 352,178 | 61.28 |
| Oteri's Pioneer: New Orleans to Republic of Honduras. | 31,507 | 487,968 | 77.49 |
| LaFitte & Co.: New Orleans to Republic of Honduras. | 12,264 | 178,946 | 29.10 |
| Bluefields Banana: New Orleans to Nicaragua. | 126,118 | 1,851,096 | 300.33 |
| Nicaragua Fruit: New Orleans to Nicaragua. | 11,024 | 176,628 | 27.68 |
| New Orleans and Central American Trading: New Orleans to Nicaragua. | 2,210 | 30,613 | 5.09 |
| Costa Rica and Honduras: New Orleans to Costa Rica and Colombia. | 915,366 | 17,178,482 | 2,541.06 |
| Planters' Fruit: New Orleans to Guatemala. | 101,723 | 2,528,747 | 342.18 |
| Yarmouth: Boston to Nova Scotia. | 1,811,002 | 6,172,075 | 1,713.15 |
| Canada Atlantic and Plant, Limited: Boston to Nova Scotia. | 1,485,886 | 13,970,867 | 1,440.38 |
| Red Cross: New York to Newfoundland. | 5,995 | 264,685 | 87.10 |
| Allan: Philadelphia to Newfoundland. | 2,148 | 73,748 | 9.71 |
| Booth Packing Co.: Duluth to Canada. | 2,670 | | 2.68 |
| Total..... | 13,786,336 = lbs. 30,398 | 173,669,219 = lbs. 382,940 | 28,097.53 |

* Settled for in account of balances due foreign countries.

† Compensation 1 cent a letter.

C.—Statement showing the net weights of the closed mails of foreign origin forwarded, and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANSATLANTIC SERVICE.

| Name of line. | Letters. | Prints. | Compensation. |
|-----------------------------------|-----------------------------|-------------------------------|---------------|
| | <i>Grams.</i> | <i>Grams.</i> | |
| North German Lloyd | 10,807,449 | 50,038,564 | \$15,257.91 |
| Cunard | 9,964,118 | 32,090,753 | 12,712.18 |
| American | 7,092,102 | 33,470,339 | 10,073.76 |
| White Star | 6,778,079 | 30,760,470 | 9,509.23 |
| Hamburg-American | 3,748,796 | 17,031,207 | 5,261.10 |
| Liverpool and Great Western | 422,338 | 1,412,336 | 543.85 |
| Total | 38,812,682 = lbs. 85,582 | 164,803,669 = lbs. 363,392 | 53,357.98 |

MISCELLANEOUS SERVICE.

| | | | |
|--|-----------------------------|-------------------------------|-----------|
| *New York and Cuba (to Bahamas) | 150,596 | 2,717,966 | 407.62 |
| Quebec Steamship Co. | 5,997 | 1,592,348 | 159.44 |
| Bahamas Steamship Co. | 39,319 | 856,227 | 120.57 |
| Pacific Mail | 58,349 | 641,418 | 118.20 |
| Red "D" | 21,035 | 223,558 | 41.87 |
| Columbian Line | 6,973 | 68,741 | 13.36 |
| Earn | | 60,960 | 5.88 |
| A. D. Straus & Co.'s Line | | 36,400 | 3.52 |
| Atlas | 3,118 | 1,125 | 3.12 |
| Total | 285,387 = lbs. 629 | 6,198,763 = lbs. 13,668 | 873.58 |
| Total (noncontract) | 39,098,269 = lbs. 86,212 | 171,002,432 = lbs. 377,060 | 54,231.56 |
| † Plant Investment Co. (Tampa to Cuba) | 1,659,125 | 22,563,451 | |
| † New York and Cuba (to Cuba) | 201,060 | 6,227,149 | |
| † Pacific Mail | 160,084 | 2,395,463 | |
| † Red "D" | 145,308 | 1,932,499 | |
| Total (contract) | 2,165,557 = lbs. 4,775 | 33,118,562 = lbs. 73,026 | |
| Aggregate | 41,263,826 = lbs. 90,987 | 204,120,994 = lbs. 450,087 | 54,231.56 |

* Settled for in account of balances due foreign countries.

† Conveyed by vessels under contract with this Department and without additional cost.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year, including the amounts credited in the general postal accounts to foreign Governments for the conveyance of United States mails by steamers subsidized by said Governments—as follows, viz:

| | |
|---|-------------|
| To France, for services of steamers of the General Transatlantic Line from New York to Havre | \$32,959.77 |
| To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp | 13.96 |
| To the Netherlands, for services of steamers of the Netherlands Steam Navigation Company from New York to Amsterdam and Rotterdam | \$10.29 |
| And for services of steamers of the Royal Dutch West India Mail from New York to the West Indies | 533.06 |
| | 543.35 |

| | | |
|--|----------------|-------------------|
| To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, New Providence..... | \$611. 72 | |
| And also the sum paid to the Panama Railway Company for transporting by railway from Colon to Panama the United States mails for the west coast of Central and South America..... | | 14, 573. 05 |
| The cost of sustaining Sea Post-Offices on the fast steamers of the North German Lloyd and Hamburg-American Packet Companies; and the steamers <i>New York</i> and <i>Paris</i> , of the International Navigation Company..... | 41, 413. 66 | |
| —amount to \$1,229,387.51, distributed as follows: | | |
| Transatlantic service: | | |
| Vessels of United States register..... | \$188, 722. 00 | |
| Vessels of foreign register..... | 422, 160. 27 | \$610, 882. 27 |
| Transpacific service: | | |
| Vessels of United States register— | | |
| Contract service..... | \$73, 480. 00 | |
| Noncontract service..... | 67, 276. 13 | |
| | 140, 756. 13 | |
| Vessels of foreign register..... | 11, 699. 07 | 152, 455. 20 |
| Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands): | | |
| Vessels of United States register— | | |
| Contract service..... | \$355, 949. 75 | |
| Noncontract service..... | 26, 016. 05 | |
| | 381, 965. 80 | |
| Vessels of foreign register..... | 28, 097. 53 | 410, 063. 33 |
| The Panama Railway Company..... | | 14, 573. 05 |
| The Sea Post-Office Service..... | | 41, 413. 66 |
| | | \$1, 229, 387. 51 |

To this must be added, in order to show the total cost of the service, the following items, viz:

| | | |
|--|-------------------|--------------|
| Amount paid for the sea conveyance from the United States of closed mails of foreign origin..... | \$54, 231. 56 | |
| Amount paid to foreign countries for the intermediary transit of closed mails of United States origin..... | 104, 803. 39 | |
| And for open-mail matter of United States origin..... | 26, 253. 31 | |
| The expense of the United States Postal Agency at Shanghai..... | 2, 376. 13 | |
| And this Department's share of maintaining the International Bureau at Bern, Switzerland, including subscription to the journal <i>L'Union Postale</i> | 780. 68 | |
| Making the aggregate cost of the service..... | \$1, 417, 832. 58 | |
| From this aggregate must be deducted the amounts received by this Department for the intermediary transit of closed mails of foreign origin..... | \$121, 000. 00 | |
| For the intermediary transit of open-mail matter of foreign origin..... | 47, 232. 52 | |
| For services of United States contract steamers in conveying Cuban mails from Havana, Cuba, to Tampa, Fla. | 6, 941. 00 | |
| And the receipts at the United States Postal Agency at Shanghai, viz: | | |
| Postage stamps sold and postage collected..... | \$3, 054. 31 | |
| Box rents collected..... | 242. 17 | |
| | 3, 296. 48 | |
| | | 178, 470. 00 |
| Leaving the actual net cost of the service..... | \$1, 259, 362. 58 | |

From the postmasters' reports, which form the basis of Table D, it appears that, of the aggregate sum of \$2,928,848.08 estimated in said Table to have been received by this Department as postage on articles exchanged with all foreign countries, the postage collected on the articles exchanged with foreign countries, *other than Canada and Mexico*, amounted to \$2,516,545.52, or about double the net cost of the service, *exclusive* of the cost of transporting the articles between the United States *exchange* post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is *only an estimate*, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently may be accepted as approximately correct; so that it may safely be assumed that, even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1895-'96.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1896, are as follows:

| | |
|--|-------------------|
| For the sea transportation of the mails, including foreign closed mails, the railway transi across the Isthmus of Panama, the cost of maintaining the United States Postal Agency at Shanghai, and contingencies, including casualties | \$1, 742, 000. 00 |
| For the expense of maintaining fourteen Sea Post-Offices on Steamers plying between New York and Southampton, Bremen, and Hamburg | 50, 400. 00 |
| Total on account of transportation | 1, 792, 400. 00 |
| For balances due foreign countries, including the United States' share of the expenses of the International Bureau of the Universal Postal Union, and for this Department's annual subscription for the monthly journal (<i>L'Union Postale</i>) of that Bureau, and for contingencies ... | 127, 000. 00 |
| Aggregate | \$1, 919, 400. 00 |

The foregoing estimate is based upon the known cost of the contract ocean-mail service under the act of Congress of March 3, 1891, as determined by the terms of the contracts fully executed prior to the date of this report and upon the percentage of increase of the other items of business of this fiscal year over similar items of the fiscal year ended June 30, 1893, as follows, viz:

CONTRACT SERVICE.

| | |
|--|----------------|
| Route No. 36, "O. M. S.," New York to La Guayra, 36 trips, of 2,258 miles = 81,288 statute miles, at \$1..... | \$81, 288. 00 |
| Route No. 57, "O. M. S.," New York to Southampton, 38 trips (from October 12, 1895, to June 30, 1896), of 3,658 statute miles each = 138,244 statute miles, at \$4 | 552, 976. 00 |
| Route No. 69, "O. M. S.," New York to Tuspan, 52 trips, of 2,502 miles = 130,104 statute miles, at \$1..... | 130, 104. 00 |
| Route No. 70, "O. M. S.," New York to Havana, 52 trips, of 1,413 miles = 73,476 statute miles, at \$1..... | 73, 476. 00 |
| Total contract service | \$837, 844. 00 |
| Vessels of United States register not under contract (10 per cent annual increase since 1893)..... | 261, 234. 33 |

| | |
|---|----------------|
| Vessels of foreign register (10 per cent annual increase since 1894) | \$558, 967 82 |
| Paid for transporting foreign closed mails during 1894..... | \$54, 231 56 |
| Paid for transporting foreign closed mails during 1893..... | 50, 009 02 |
| Increase (8.5 per cent) during 1894..... | 4, 222 54 |
| Cost, at the same rate of increase, for the year 1895..... | 58, 841 24 |
| Cost, at the same rate of increase, for the year 1896..... | 63, 842 75 |
| Panama Railway Company (10 per cent annual increase over 1894)..... | 16, 030 35 |
| Expense of the Postal Agency at Shanghai during 1894.... | \$2, 376 13 |
| Expense of the Postal Agency at Shanghai during 1893 ... | 2, 325 99 |
| Increase (2.2 per cent) during 1894..... | 50 14 |
| Cost, at the same rate of increase, for the year 1895..... | 2, 428 40 |
| Cost, at the same rate of increase, for the year 1896..... | 2, 481 82 |
| One-half of the cost of maintaining fourteen Sea Post-Offices, 168 round trips, at \$300 per trip | 50, 400 00 |
| For contingencies, including casualties..... | 1, 598 93 |
| Total on account of transportation of mails | 1, 792, 400 00 |
| The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days once every three years. The expenses for the fiscal year ending June 30, 1896, will be determined by the statistics taken in November, 1893; but as the result of those statistics is not yet fully known, the statistics of May, 1890, have been taken as a basis for this estimate, from which it appears that the annual charge against this Department will probably be | |
| For the United States share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal (<i>L'Union Postale</i>) | \$125, 000 00 |
| For contingencies, including casualties..... | 1, 000 00 |
| For contingencies, including casualties..... | 1, 000 00 |
| Total on account of balances due foreign countries | 127, 000 00 |
| Total estimate..... | 1, 919, 400 00 |

The particulars given in the following statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1893, and April, 1894, respectively, the figures in the statement being obtained by multiplying the results of each week's operations by 26 to find the operations of fifty-two weeks, or one year.

The data thus obtained can not be considered as accurate; but it may be assumed to be approximately correct, and furnishes the only information attainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland and the postage collected thereon are embraced in the figures given in statement D, while the weights of the mails dispatched and the cost of the service, as heretofore stated, do not include the weights of those overland mails nor the cost of their overland transportation.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1894, based upon the count of such matter exchanged during seven days of October, 1893, and seven days of April, 1894, as made at United States exchanging post-offices pursuant to the Postmaster-General's order of August 19, 1893, and the amount of postage estimated to have been received thereon.*

| | Sent. | Received. | Total. | Excess of sent over received. | Excess of received over sent. |
|---|--------------------|-------------------|--------------------|-------------------------------|-------------------------------|
| Prepaid letters..... | 55,691.308 | 40,154,389 | 95,845,697 | 15,536,919 | ..... |
| Unpaid and short-paid letters..... | 972.951 | 2,084,804 | 3,057,755 | ..... | 1,111,853 |
| Postal cards..... | 3,117.713 | 2,290,347 | 5,408,060 | 827,366 | ..... |
| Postal cards with paid reply..... | ..... | 8,124 | 8,124 | ..... | 8,124 |
| Articles of printed matter..... | 50,674.822 | 40,463,599 | 91,138,481 | 10,211,283 | ..... |
| Commercial papers..... | 334,598 | 274,846 | 609,444 | 59,752 | ..... |
| Packages of samples of merchandise..... | 675,726 | 611,530 | 1,287,256 | 64,196 | ..... |
| Letters free of postage..... | 180,290 | 168,468 | 348,758 | 11,822 | ..... |
| Other articles free of postage..... | 14,638 | 9,074 | 25,713 | 5,564 | ..... |
| Registered letters..... | 703,141 | 952,635 | 1,655,776 | ..... | 249,494 |
| Other articles registered..... | 78,406 | 182,344 | 290,810 | ..... | 103,878 |
| Total..... | 112,443,713 | 87,200,160 | 199,643,873 | 25,243,553 | ..... |
| Demands for return receipts..... | 30,086 | 29,163 | 59,249 | 923 | ..... |
| Postage prepaid on— | | | | | |
| Letters..... | \$2,051,229.82 | ..... | \$2,051,229.82 | ..... | ..... |
| Postal cards..... | 38,871.64 | ..... | 38,871.64 | ..... | ..... |
| Other articles..... | 579,959.97 | ..... | 579,939.97 | ..... | ..... |
| Postage due on— | | | | | |
| Letters..... | 46,620.31 | \$205,560.42 | 252,180.73 | ..... | \$158,940.11 |
| Other articles..... | 2,934.54 | 3,691.58 | 6,625.92 | ..... | 757.24 |

NOTE.—Total postage collected on articles sent and received, \$2,928,848.08.

The mails for transatlantic destinations have been assigned to steamers for their conveyance upon the plan that has been in vogue for many years; that is to say, in the case of two steamers leaving New York for Great Britain at or about the same time, the mails have been assigned to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in London:

The record upon which these assignments are made is based upon "trip reports" made to this office by the agents of vessels upon the termination of each voyage, in connection with statements furnished weekly by the British office, showing the exact time of the arrival of the mails at the London post-office.

E.—Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the transatlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1894, as shown by the records of this office. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails on board the steamer and their delivery at the post-office in London or Paris.)

| Lines and steamers. | First quarter. | | Second quarter. | | Third quarter. | | Fourth quarter. | | During the year. | | |
|--|------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|----------------|
| | Number of trips. | Average time occupied per trip. | Number of trips. | Average time occupied per trip. | Number of trips. | Average time occupied per trip. | Number of trips. | Average time occupied per trip. | Number of trips. | Average time occupied per trip. | Quickest trip. |
| Cunard (New York to London via Queenstown): | | <i>Hours.</i> | | <i>Hours.</i> | | <i>Hours.</i> | | <i>Hours.</i> | | <i>Hours.</i> | <i>Hours.</i> |
| Campania..... | 4 | 166.5 | 2 | 163.1 | 1 | 167.3 | 3 | 171.3 | 10 | 167.3 | 159.9 |
| Lucania..... | 1 | 166.1 | 3 | 175.6 | 1 | 159.8 | 4 | 165.7 | 9 | 168.4 | 159.7 |
| Etruria..... | 3 | 175.7 | 3 | 174.6 | 3 | 181.5 | 3 | 183.8 | 12 | 178.9 | 171.6 |
| Umbria..... | 3 | 177.6 | 4 | 192.1 | 2 | 179.9 | 3 | 182.9 | 12 | 181.1 | 173.6 |
| Aurania..... | 2 | 205.2 | 1 | 205.2 | 2 | 209 | | | 5 | 206.7 | 203.2 |
| Servia..... | 1 | 209.7 | | | 2 | 214.3 | | | 3 | 212.8 | 209.7 |
| Gallia..... | 1 | 236 | | | 2 | 240.6 | | | 3 | 239.1 | 231.8 |
| Hamburg-American (New York to London via Southampton): | | | | | | | | | | | |
| Normannia..... | 3 | 169.3 | | | | | 2 | 170.3 | 5 | 169.7 | 167 |
| Columbia..... | 4 | 170.7 | 1 | 176.3 | | | 3 | 176.7 | 8 | 173.6 | 167.3 |
| Fuerst Bismarck..... | 3 | 173.2 | 1 | 167.7 | | | 3 | 181 | 7 | 175.7 | 165.3 |
| Angusta Victoria..... | 3 | 182.7 | 1 | 179.9 | 1 | 185 | 3 | 180.9 | 8 | 181.9 | 179.6 |
| White Star (New York to London via Queenstown): | | | | | | | | | | | |
| Teutonic..... | 3 | 173 | 3 | 172.1 | 2 | 177.3 | 4 | 175 | 12 | 174.2 | 170.5 |
| Majestic..... | 3 | 174 | 3 | 180.3 | 3 | 189.3 | 3 | 178.6 | 12 | 178.3 | 169.0 |
| Germanic..... | 3 | 216.8 | 3 | 226 | 4 | 215.5 | 3 | 214.9 | 13 | 216.7 | 208.9 |
| Britannic..... | 3 | 211.9 | 3 | 216.6 | 3 | 217.3 | 3 | 224.6 | 12 | 217.6 | 206.0 |
| Adriatic..... | 1 | 237 | 1 | 249.9 | 1 | 234.5 | | | 3 | 240.5 | 234.5 |
| American (New York to London via Queenstown and via Southampton): | | | | | | | | | | | |
| Paris..... | 5 | 177.9 | 4 | 175.8 | 2 | 183.3 | 4 | 178.8 | 15 | 178.3 | 172.3 |
| New York..... | 4 | 175.3 | 4 | 177.9 | 4 | 183.7 | 4 | 176.5 | 16 | 178.4 | 171 |
| Berlin..... | 3 | 225.6 | 4 | 221.9 | 3 | 224.2 | 2 | 230.7 | 12 | 224.9 | 217.9 |
| Chester..... | 1 | 236.7 | | | 2 | 250.1 | 3 | 247 | 6 | 246.3 | 235.7 |
| North German Lloyd (New York to London via Southampton): | | | | | | | | | | | |
| Havel..... | 4 | 183.3 | 3 | 181.2 | | | 4 | 185.9 | 11 | 183.7 | 177.7 |
| Lahn..... | 3 | 187.4 | 3 | 187.1 | 2 | 186.4 | 3 | 186.5 | 11 | 186.9 | 181.5 |
| Spree..... | 3 | 192.7 | 3 | 197.5 | 1 | 201.7 | 3 | 197.2 | 10 | 196.4 | 191.7 |
| Trave..... | 2 | 198.7 | 2 | 210.8 | 3 | 204 | 3 | 205.5 | 10 | 204.7 | 197.8 |
| Ems..... | 4 | 201.6 | 2 | 209.4 | 2 | 207.1 | | | 8 | 204.9 | 200.5 |
| Aller..... | 2 | 198 | 4 | 205.1 | 2 | 206.2 | 3 | 208.7 | 11 | 205 | 195.9 |
| Saale..... | 3 | 208.1 | 3 | 201.7 | 2 | 207.1 | 3 | 206.5 | 11 | 205.7 | 202.2 |
| Elbe..... | 4 | 220.2 | 2 | 216.7 | 1 | 222.9 | 3 | 225.1 | 10 | 221.2 | 215.1 |
| Werra..... | | | | | 1 | 223 | | | 1 | 223 | 223 |
| Kaiser Wilhelm II..... | 2 | 218.2 | | | | | 1 | 237.5 | 3 | 224.6 | 214.4 |
| Guion (New York to London via Queenstown): | | | | | | | | | | | |
| Alaska..... | 2 | 215.8 | | | | | | | 2 | 215.8 | 215.3 |
| Arizona..... | 3 | 228.6 | 1 | 222.2 | | | 2 | 234.4 | 6 | 229.5 | 213.3 |
| General Trans-atlantic (New York to Paris via Havre): | | | | | | | | | | | |
| La Touraine..... | 3 | 191 | 2 | 196.5 | 1 | 185.5 | 3 | 186.6 | 9 | 190.1 | 184.7 |
| La Champagne..... | 3 | 202 | 3 | 201.7 | 3 | 206.5 | 2 | 205.8 | 11 | 203.8 | 197.6 |
| La Bourgogne..... | 4 | 202.2 | 1 | 207.6 | 3 | 210.9 | 4 | 206.9 | 12 | 206.4 | 197.4 |
| La Gascogne..... | 1 | 205.9 | 3 | 210.5 | 3 | 209 | 1 | 218.1 | 8 | 210.3 | 201.1 |
| La Bretagne..... | 2 | 206.4 | 4 | 211.3 | 3 | 208.8 | 3 | 218.5 | 12 | 211.6 | 199.8 |
| La Normandie..... | 1 | 228.2 | | | | | | | 1 | 228.2 | 228.2 |

THE UNIVERSAL POSTAL UNION.

There has been no extension of the Union during the year, nor indeed is there much territory yet to be acquired, as the Chinese Empire, the Cape Colony, the Orange Free State, and certain groups of islands are the only countries and colonies now remaining outside of the limits of the Postal Union.

The conditions governing the interchange of mails and correspondence between the various countries of the world have likewise undergone no material changes. Like the territorial extent of the Postal Union, the international-postage rates and conditions have very little room for change in the nature of improvement. Under existing conditions a letter may be sent from almost any place to any other place in the civilized world by the swiftest means of conveyance at the disposal of the governments of all of the countries through which it must pass from origin to destination, without unnecessary detention at any point, the sanctity of its seal being everywhere recognized and respected, and being forwarded from place to place and from country to country in case the movements of the addressee should render that course necessary in order to secure the delivery of the letter—all at a prepaid cost of 5 cents for each half ounce, and in no case within the limits of the Postal Union may the charge exceed 10 cents per half ounce. Moreover, each country is bound to receive and safely transport across its territory by the most expeditious means at its disposal all the mails sent to it by other countries to be forwarded beyond its borders; and for this intermediary transit service each country receives compensation at certain rates fixed by the terms of the Universal Postal Convention and upon the basis of statistics taken periodically, thereby obviating the necessity for detailed accounts in connection with each mail dispatched, which in the past have given rise to endless labor, correspondence, and dissatisfaction.

This satisfactory condition of affairs has been rendered possible only by the conference once in five years of the representatives of the postal administrations of the world, assembled in what is known as the "Universal Postal Congress," where the defects of the international service are discussed and practicable remedies adopted, and improvement suggested and inaugurated wherever that course is found to be possible without interference with a fundamental principle of the domestic postal system of any country.

Within the last twenty years four such Postal Congresses have assembled—at Berne, Paris, Lisbon, and Vienna—and yet there remain two measures to be brought into practical operation, the inauguration of which would be of great public convenience. They are (1) the admission to the mails of small packages of merchandise other than trade samples having no value; and (2) the adoption of a postage stamp which shall be valid in any country of the world for the prepayment of postage on a letter destined for any other country. The first of these measures would permit small articles passing between friends (which can now be sent only as letters) to be sent at the reduced rate of postage now applicable to "samples;" and the second would enable a person in one country to supply his correspondent in another country with stamps with which to prepay return postage, and would relieve tourists and travelers from the inconvenience and annoyance to which they are now subject by reason of being compelled to procure a fresh supply of postage stamps in each country which they may enter. Perhaps the next Postal Congress may be able to solve one or the other—maybe both—of those problems, although the experience of the past Congresses

does not give much ground for hope of that happy issue. But should a solution be found for each of them, the International Postal Service will have taken a stride in advance which will place it in a position where very little will be left to be demanded in the interest of unrestricted postal intercourse between the civilized countries of the world.

The next Postal Congress will convene in this city in the year 1897. It will be the duty of this Department to provide an appropriate place of meeting with full accommodations for numerous committees. The sessions will probably extend over a period of about two months; and during that period, in addition to furnishing the facilities necessary to the transaction of the business of the Congress, it will be the pleasing duty of the Department to render the sojourn of the delegates in our capital and country as agreeable as possible. The number of delegates and attachés will probably reach a total of 150 persons.

There is but little hope that we shall be able to excel the boundless hospitality that has been extended to the previous Postal Congresses in Switzerland, France, Portugal, and Austria, in all of which the delegates of the United States have participated. It may be expected, however, that a sum will be appropriated sufficiently ample to enable the Department to demonstrate its appreciation of the dignity and importance of the assembly, to reciprocate the courtesies extended to the delegates of the United States in previous Congresses, and to reflect credit upon the ability of the United States to entertain and care for an assembly composed of representatives of every organized government of the globe, convened for the purpose of removing every unnecessary obstacle to free postal intercourse between individuals in different parts of the world.

Under this head it may be well to again call attention to the circumstance that under the provisions of the Universal Postal Convention of Vienna this Department is under obligation, as soon as practicable, to reduce its registration fee to 5 cents, and to assume a limited responsibility for registered articles lost in its service.

SEA POST-OFFICES.

The international Sea Post-Offices have been in continuous operation upon the fast steamers of the North German Lloyd Steamship Company and the Hamburg-American Packet Company, viz:

The steamers *Aller, Elbe, Ems, Havel, Kaiser Wilhelm II, Lahn, Saale, Spree, Trave, and Werra*, of the North German Lloyd, and the steamers *Augusta Victoria, Columbia, Fuerst Bismarck, and Normannia*, of the Hamburg-American Packet Company, 113 trips having been made from New York and 115 from Germany.

During the 113 trips from New York 6,302,361 ordinary articles, 97,349 registered articles, and 6,949 bags of printed matter were distributed during 8,153 working hours, an average per trip of 55,773 ordinary articles, 861 registered articles, and 61 bags of printed matter per average trip of 72 hours; and during the 115 trips from Germany 9,964,690 ordinary articles, 182,793 registered articles, and 8,656 bags of printed matter were distributed during 9,814 working hours, an average per trip of 86,649 ordinary articles, 1,590 registered articles, and 75 bags of printed matter per average trip of 85 hours.

A Sea Post clerk has also been on duty upon the steamers *New York* and *Paris* of the International Navigation Company, 31 trips having been made from New York and 32 from Southampton.

During the 31 trips from New York 19,515 ordinary articles were distributed; and during the 32 trips from Southampton 224,331 ordinary

articles, 6,161 registered articles, and 523 bags of printed matter were distributed.

The full benefit of the Sea Post Service can not be secured on the steamers *New York* and *Paris*, for the reason that the mails conveyed to this country by those steamers are very light—the full mails being dispatched by the steamers under contract with the British Government; and that of the mails dispatched from this country those for Great Britain are not distributed because the British office has declined to furnish the assistance necessary to that end.

PARCELS-POST.

The Parcels-Post service has been extended during the current year by means of a Convention—similar to the Parcels-Post Conventions already in operation—concluded with the Colony of Newfoundland which went into operation April 1, 1894, a copy of which appears in the appendix.

The weights of the Parcels-Post mails dispatched from the United States during the last two fiscal years were as follows, viz:

| | Pounds. |
|--|---------|
| For the year ended June 30, 1894 | 51,254 |
| For the year ended June 30, 1893 | 48,966 |

which shows an increase during the last fiscal year of 2,288 pounds, or nearly 4.7 per cent.

Perhaps it may be well again to call attention to the fact that applications from the Postal Administrations of Germany, Great Britain, France, Belgium, Norway, and New Zealand for the establishment of the Parcels-Post service between those countries and the United States have been on file in this Department for several years.

CONTRACT OCEAN-MAIL SERVICE.

At the commencement of the fiscal year, July 1, 1893, service was actually in operation under contracts authorized by the act of March 3, 1891, upon six routes—No. 36, New York to La Guayra; No. 42, New York to Colon; No. 44, San Francisco to Panama; No. 47, San Francisco to Hongkong; No. 69, New York to Tuxpan and intermediate ports, and route No. 70, New York to Havana.

The service upon Routes—No. 42, New York to Colon; No. 44, San Francisco to Panama; and No. 47, San Francisco to Hongkong—was discontinued, at the request of the contractors, from September 30, 1893, on Route No. 44, and from March 31, 1894, on Routes Nos. 42 and 47; so that at the close of the fiscal year June 30, 1894, Contract Ocean-Mail Service was in actual operation upon only three routes, viz: No. 36, New York to La Guayra; No. 69, New York to Tuxpan, and No. 70, New York to Havana.

The distance traversed, the amount paid as mileage, and the weights of the mails and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage upon these three routes are as follows, viz:

| | |
|---|------------------|
| Route 36—New York to La Guayra, 36 trips; statute miles traveled, 81,288; mileage paid | \$81,288.00 |
| Weights of the mails conveyed: Letters and post cards, 5,384 pounds; other articles, 60,710 pounds; amount of the full sea and inland postage thereon | 12,671.20 |
| Excess of cost of Contract Service on Route 36 | <u>68,616.80</u> |

| | |
|---|--------------|
| Routes 69 and 70—New York to Tuxpan and New York to Havana, 52 trips each; statute miles traveled, 203,580; mileage paid | \$203,580.00 |
| Weights of the mails conveyed: Letters and post cards, 1,504 pounds; other articles, 16,749 pounds; amount of full sea and inland postage thereon | 16,417.52 |
| Excess of cost of Contract Service on Routes 69 and 70 | 187,162.48 |

During the current fiscal year the contracts upon Routes No. 58, New York to Antwerp; No. 64, New York to Buenos Ayres, and No. 67, New York to Rio de Janeiro, were also annulled; so that during the course of the year six of the contracts for Ocean-Mail Service entered into under the provisions of the act of March 3, 1891, have been canceled. The curtailment of the Contract Service has not, however, decreased our postal facilities with foreign countries, as the mails have been dispatched without appreciable change, so far as frequency of dispatch and speedy transmission are concerned.

The cessation of the Contract Service upon Routes Nos. 44, 64, and 67 was mentioned in my last report. It is noted here only because official action in regard thereto was taken during the current fiscal year.

Upon Routes Nos. 42 and 47 the contracts called for increased and improved service at the expiration of two years from the commencement of the contract. That period expired on both of the routes in February, 1894, and the contractors being unprepared to furnish the increased service, the contracts were terminated by mutual consent. The service upon Route No. 58, New York to Antwerp, would not have become operative until October, 1895. The contract was annulled at the request of the contractors.

TRANSATLANTIC MAILS.

The entire Transatlantic Merchant Marine is freely tendered for the conveyance of United States mails at the rates of compensation offered by this Department. Consequently, the mails for Great Britain and the continent of Europe are dispatched by every fast steamer, and when two fast steamers sail on the same day or succeeding days the mails are invariably assigned to the one whose previous speed record gives reason to believe that it will deliver the mails sooner on the other side of the Atlantic. It is difficult to imagine a condition of affairs more satisfactory from either a postal or commercial standpoint than the practice in vogue has built up; under it, speedy transit is the only condition considered in the dispatch of the mails; and the letter destined for Europe which is carelessly thrown into a street letter-box is as sure of the quickest transit as the letter for the same destination which is superscribed to be sent by a particular steamer after numerous steamship schedules have been carefully studied in order to determine by which steamer it should be conveyed. Other things being equal, preference is always given to steamers sailing under the flag of the United States, and these steamers are allowed for their services all the postage collected on the mails they carry from this country; that is to say, 5 cents a half-ounce, \$1.60 a pound (or \$3,200 a short ton) for letters, and post cards, and 1 cent for 2 ounces, 8 cents a pound (or \$160 a short ton) for other articles. But if a steamer flying a foreign flag can deliver the mails at destination sooner than one flying the United States flag, the mails are assigned to the foreign steamer, and she is allowed compensation at the rate of 4½ cents a pound (or \$880 a short ton) for letters and post cards, and 4½ cents a pound (or \$90 a short ton)

for other articles. The advantage of the present practice is that the mails are invariably dispatched by the fastest vessels, every new and fast steamer being at once placed at the disposal of this Department, and at reasonable rates of compensation. The disadvantage is, that the Department has no control whatever of the movements of the steamers which are controlled exclusively by the exigencies of trade or commerce, without regard to postal interests; so that whether or not a vessel sails at her appointed time, or whether or not she carries the mails which the Department tenders her are matters entirely at the discretion of the vessel owners or agents.

CENTRAL AND SOUTH AMERICAN MAILS.

Our communication with the west coast of Central and South America is regular and reliable at least three times a month by means of steamers plying between New York and Colon; and to Venezuela we have the same frequency of service by means of the Red "D" Line, which is performing Contract Service between New York and La Guayra, under the provisions of the act of Congress approved March 3, 1891, the contract rate of pay being \$1 a mile outward. Contract Service at the same rate of pay is also performed once a week by the New York and Cuba Mail Line between New York and Havana, and once a week between New York and certain Mexican gulf ports via Havana. Besides, there is additional through service with Cuba by means of steamers plying twice a week during the summer, and three times a week during the winter, between Tampa, Fla., and Havana, Cuba. This service is an extension of the domestic contract between Tampa and Key West, Fla., and does not come under the provisions of the Act of March 3, 1891. With British Honduras (Belize), Guatemala, and the Republic of Honduras we have regular communication by means of steamers flying the flag of the United States, which sail every week from New Orleans. By steamers sailing from the same port, we have regular weekly communication with Costa Rica; and frequent, although irregular, communication with Nicaragua, and with the Colombian ports of Cartagena and Santa Marta. The manner in which the mails for and from foreign countries are handled at the New Orleans post-office leaves very little to be desired in the direction of care and efficiency so far as that post-office is concerned. Communication with the West India Islands has been maintained without material change, and principally by means of the New York and Cuba, New York and Porto Rico, Quebec, Atlas, Clyde, Royal Dutch West India, Spanish Transatlantic, Trinidad, Bahamas, and Columbian Lines of steamers; while by means of the Lamport and Holt, and Sloman's Brazil Lines, mails for Brazil and the River Plate countries have been dispatched three or four times a month by steamers sailing for those countries direct. Correspondence for Brazil and the River Plate countries is not, however, held for dispatch by these steamers, but is forwarded via England when that course will expedite its delivery at destination.

TRANSPACIFIC MAILS.

By utilizing the fast steamers sailing once or twice a month from Tacoma, Washington, as well as the steamers sailing regularly three times a month from San Francisco, the opportunities for the exchange of mails with Japan and China have been increased to not less than four and sometimes to five dispatches during one month. This is an actual gain of one or two dispatches a month, the additional dispatches being made through the post-office of Tacoma, which office has by its zeal and dis-

cretion justified the experiment of intrusting to it the care of these important international mails, which are required to be handled and treated in strict accordance with the stipulations of the Universal Postal Convention.

No change has occurred in our means of communication with the Australasian Colonies—the service being regular once every four weeks from San Francisco to Sydney, performed by the Oceanic Steamship Company under an arrangement entered into with the Colonies of New Zealand and New South Wales many years ago, but which is renewed from year to year. This Department is not a party to the arrangement, but contributes toward the support of the service to the extent of its ability under the statutes in force by allowing to the Oceanic Steamship Company all of the postage collected on the mails conveyed by its steamers sailing under the United States flag, which amounts to about \$55,000 a year.

Advantage is also taken of the opportunities offered for the dispatch of correspondence for the Colonies by means of the Canadian line of steamers sailing from Vancouver, British Columbia, once a month, so that practically the frequency of the service has been doubled.

The steamers above referred to call at Honolulu, and the Oceanic Steamship Company dispatches an additional vessel every month to that port. Besides, about one steamer a month, en route for Japan and China, calls at Honolulu, so that there are not less than three opportunities a month for communication by mail with Hawaii, and generally there are not less than four.

OFFICE WORK.

During the year 31,434 communications were received, entered in brief in "Letters received," and acted upon, of which 11,066 were in foreign languages and were translated; 3,023 were referred by "slip" to other officials, and the remainder involved the preparation of 6,600 letters which were signed, press-copied, briefed, and indexed. Besides this, 40,000 printed circulars and documents were mailed to various addresses unaccompanied by letters.

The work has been accomplished by a force of 7 clerks—4 male and 3 female—in addition to the chief clerk, and to their energy and industry is due the fact that the business of the office is up to date.

APPENDICES.

I append hereto statistics showing the number of post offices and employes; number of letter boxes for the use of the public; proportion of post-offices and of articles of mail matter to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by Parcels-Post; postal revenues and expenditures; and subsidies paid to steamship companies, relating to various countries of the Postal Union during the year 1892, which have been collated from the most recent statistical tables published by the International Bureau of the Universal Postal Union; also a copy of the Parcels-Post Convention with the Colony of Newfoundland, which went into operation on the 1st of April, 1894.

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Superintendent of Foreign Mails.

The SECOND ASSISTANT POSTMASTER-GENERAL.

APPENDIX.

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1892.*

[From General Statistics of the Postal Service, published by the International Bureau, Berne, Switzerland, 1894.]

Number of post-offices and officers and employes.

| Countries. | Post-offices. | | Officers and employes. | | Countries. | Post-offices. | | Officers and employes. | |
|---------------------|---------------|---------|------------------------|---------|--------------------|---------------|---------|------------------------|---------|
| | Rank. | Number. | Rank. | Number. | | Rank. | Number. | Rank. | Number. |
| United States..... | 1 | 68,255 | 1 | 178,835 | New Zealand..... | 21 | 1,271 | 29 | 904 |
| Germany..... | 2 | 32,805 | 2 | 155,424 | Queensland..... | 22 | 950 | 24 | 1,649 |
| Great Britain..... | 3 | 19,625 | 3 | 131,459 | Belgium..... | 23 | 852 | 15 | 5,607 |
| British India..... | 4 | 10,277 | 6 | 46,015 | Denmark..... | 24 | 807 | 18 | 5,186 |
| Canada..... | 5 | 8,407 | 9 | 15,605 | Uruguay..... | 25 | 555 | 35 | 290 |
| France..... | 6 | 7,369 | 4 | 57,828 | Algiers..... | 26 | 461 | 25 | 1,372 |
| Russia..... | 7 | 6,351 | 5 | 48,915 | Roumania..... | 27 | 352 | 23 | 2,261 |
| Italy..... | 8 | 5,994 | 8 | 23,059 | Greece..... | 28 | 315 | 28 | 912 |
| Austria..... | 9 | 5,098 | 7 | 34,512 | Salvador..... | 29 | 252 | 36 | 191 |
| Hungary..... | 10 | 4,422 | 10 | 15,480 | Egypt..... | 30 | 230 | 27 | 1,062 |
| Japan..... | 11 | 3,776 | 11 | 14,133 | Tunis..... | 31 | 178 | 34 | 356 |
| Switzerland..... | 12 | 3,374 | 13 | 0,111 | Siam..... | 32 | 143 | 33 | 411 |
| Spain..... | 13 | 2,688 | 12 | 10,127 | Bulgaria..... | 33 | 132 | 26 | 1,073 |
| Sweden..... | 14 | 2,628 | 16 | 5,269 | Bosnia-Herzegovina | 34 | 83 | 30 | 541 |
| New South Wales.. | 15 | 1,810 | 20 | 3,881 | Luxemburg..... | 35 | 83 | 32 | 461 |
| Victoria..... | 16 | 1,766 | 17 | 5,192 | Bolivia..... | 36 | 81 | 31 | 535 |
| Norway..... | 17 | 1,623 | 21 | 2,323 | Paraguay..... | 37 | 70 | 37 | 111 |
| Turkey..... | 18 | 1,442 | 22 | 2,278 | Dominican Republic | 38 | 50 | ..... | ..... |
| Argentine Republic. | 19 | 1,384 | 19 | 4,284 | Congo..... | 39 | 10 | 38 | 28 |
| Netherlands..... | 20 | 1,280 | 14 | 6,031 | | | | | |

* In the following tables a number of countries embraced in the Universal Postal Union are omitted simply because their administrations failed to furnish the International Bureau with their postal statistics.

Number of letter-boxes for the use of the public.

| Countries. | Letter boxes. | | Countries. | Letter boxes. | |
|--------------------|---------------|---------|---------------------|---------------|---------|
| | Rank. | Number. | | Rank. | Number. |
| Germany..... | 1 | 92,202 | Norway..... | 20 | 2,371 |
| France..... | 2 | 61,609 | New Zealand..... | 21 | 1,676 |
| United States..... | 3 | 53,556 | Argentine Republic. | 22 | 1,630 |
| Great Britain..... | 4 | 44,697 | Algiers..... | 23 | 918 |
| British India..... | 5 | 31,842 | Egypt..... | 24 | 700 |
| Japan..... | 6 | 31,243 | Greece..... | 25 | 570 |
| Austria..... | 7 | 15,419 | Luxemburg..... | 26 | 493 |
| Italy..... | 8 | 14,948 | Bulgaria..... | 27 | 424 |
| Spain..... | 9 | 12,294 | Siam..... | 28 | 292 |
| Russia..... | 10 | 11,549 | Turkey..... | 29 | 239 |
| Canada..... | 11 | 9,423 | Tunis..... | 30 | 213 |
| Denmark..... | 12 | 9,258 | Queensland..... | 31 | 170 |
| Switzerland..... | 13 | 7,593 | Uruguay..... | 32 | 162 |
| Belgium..... | 14 | 6,714 | Bosnia-Herzegovina | 33 | 156 |
| Hungary..... | 15 | 6,687 | Dominican Republic. | 34 | 60 |
| Sweden..... | 16 | 4,048 | Salvador..... | 35 | 40 |
| Netherlands..... | 17 | 3,763 | Bolivia..... | 36 | 12 |
| Roumania..... | 18 | 3,305 | Congo..... | 37 | 12 |
| New South Wales.. | 19 | 2,877 | Paraguay..... | 38 | 12 |

Proportion of post-offices to area and population.

| Proportion of post-offices to area. | | | Proportion of post-offices to population. | | |
|-------------------------------------|-------|-----------------------------------|---|-------|---------------------------------|
| Countries. | Rank. | Square miles to each post-office. | Countries. | Rank. | Population to each post-office. |
| Switzerland | 1 | 4.7 | Queensland | 1 | 428 |
| Great Britain | 2 | 6.2 | New Zealand | 2 | 545 |
| Germany | 3 | 6.3 | Canada | 3 | 575 |
| Netherlands | 4 | 9.9 | New South Wales | 4 | 626 |
| Luxemburg | 5 | 12.0 | Victoria | 5 | 661 |
| Belgium | 6 | 13.3 | Switzerland | 6 | 868 |
| Denmark | 7 | 18.9 | United States | 7 | 923 |
| Italy | 8 | 19.1 | Norway | 8 | 1,246 |
| Austria | 9 | 22.8 | Uruguay | 9 | 1,273 |
| France | 10 | 27.8 | Germany | 10 | 1,508 |
| Hungary | 11 | 28.1 | Sweden | 11 | 1,829 |
| Japan | 12 | 39.1 | Great Britain | 12 | 1,956 |
| Victoria | 13 | 49.9 | Argentine Republic | 13 | 2,347 |
| Salvador | 14 | 52.2 | Luxemburg | 14 | 2,543 |
| United States | 15 | 58.5 | Salvador | 15 | 2,660 |
| Sweden | 16 | 63.8 | Denmark | 16 | 2,708 |
| Spain | 17 | 72.6 | Netherlands | 17 | 3,648 |
| Norway | 18 | 75.6 | Hungary | 18 | 3,924 |
| Greece | 19 | 77.9 | Paraguay | 19 | 4,714 |
| New Zealand | 20 | 81.9 | Austria | 20 | 4,715 |
| Uruguay | 21 | 180.0 | Italy | 21 | 4,833 |
| British India | 22 | 152.0 | France | 22 | 5,227 |
| New South Wales | 23 | 172.1 | Spain | 23 | 6,546 |
| Roumania | 24 | 175.6 | Greece | 24 | 6,944 |
| Bosnia-Herzegovina | 25 | 243.4 | Belgium | 25 | 7,414 |
| Tunis | 26 | 281.8 | Dominican Republic | 26 | 8,340 |
| Bulgaria | 27 | 286.3 | Tunis | 27 | 8,427 |
| Dominican Republic | 28 | 374.9 | Algiers | 28 | 8,947 |
| Canada | 29 | 410.3 | Japan | 29 | 10,801 |
| Algiers | 30 | 498.1 | Roumania | 30 | 14,318 |
| Queensland | 31 | 696.6 | Turkey | 31 | 15,309 |
| Turkey | 32 | 797.6 | Bosnia-Herzegovina | 32 | 16,701 |
| Argentine Republic | 33 | 807.3 | Russia | 33 | 18,895 |
| Egypt | 34 | 839.8 | Bulgaria | 34 | 23,888 |
| Paraguay | 35 | 1,395.6 | British India | 35 | 27,980 |
| Siam | 36 | 2,159.4 | Egypt | 36 | 29,593 |
| Bolivia | 37 | 10,271.0 | Bolivia | 37 | 34,716 |
| Russia | 38 | 13,610.6 | Siam | 38 | 41,058 |
| Congo | 39 | 104,220.0 | Congo | 39 | 4,000,000 |

Proportion of articles of mail matter to population.

NUMBER OF ARTICLES OF MAIL MATTER OF EVERY KIND, ORDINARY AND REGISTERED, DOMESTIC AND FOREIGN, RECEIVED AND SENT TO EACH INHABITANT.

| Countries. | Rank. | Number of articles. | Countries. | Rank. | Number of articles. |
|----------------------------|-------|---------------------|--------------------|-------|---------------------|
| New South Wales | 1 | 103.2 | Spain | 21 | 8.5 |
| United States | 2 | 76.8 | Japan | 22 | 6.6 |
| Great Britain | 3 | 71.2 | Greece | 23 | 5.8 |
| New Zealand | 4 | 61.4 | Roumania | 24 | 4.4 |
| Queensland | 5 | 57.6 | Bulgaria | 25 | 3.4 |
| Belgium | 6 | 51.0 | Tunis | 26 | 2.8 |
| Switzerland | 7 | 45.7 | Bosnia-Herzegovina | 27 | 2.7 |
| Netherlands | 8 | 42.8 | Costa Rica | 28 | 2.7 |
| France (including Algiers) | 9 | 41.9 | Russia | 29 | 2.3 |
| Germany | 10 | 38.3 | Egypt | 30 | 2.1 |
| Canada | 11 | 34.1 | Victoria | 31 | 2.1 |
| Argentine Republic | 12 | 33.3 | Paraguay | 32 | 1.6 |
| Uruguay | 13 | 25.5 | British India | 33 | 1.2 |
| Luxemburg | 14 | 23.6 | Dominican Republic | 34 | .9 |
| Denmark | 15 | 22.4 | Salvador | 35 | .7 |
| Austria | 16 | 21.2 | Turkey | 36 | .54 |
| Sweden | 17 | 15.2 | Bolivia | 37 | .31 |
| Italy | 18 | 14.1 | Siam | 38 | .05 |
| Norway | 19 | 13.9 | Congo | 39 | .002 |
| Hungary | 20 | 9.1 | | | |

Length of postal routes.

| Countries. | Railroads. | | All other routes. | | Countries. | Railroads. | | All other routes. | |
|-------------------------|------------|---------|-------------------|---------|-------------------------|------------|--------|-------------------|--------|
| | Rank. | Miles. | Rank. | Miles. | | Rank. | Miles. | Rank. | Miles. |
| United States..... | 1 | 162,484 | 1 | 284,854 | Queensland..... | 20 | 1,444 | 16 | 17,202 |
| Germany..... | 2 | 26,432 | 4 | 66,708 | Denmark..... | 21 | 1,343 | 26 | 4,268 |
| France..... | 3 | 22,061 | 10 | 30,836 | Egypt..... | 22 | 1,071 | 32 | 2,120 |
| Russia..... | 4 | 20,429 | 3 | 89,366 | Norway..... | 23 | 1,040 | 9 | 33,408 |
| British India..... | 5 | 17,086 | 2 | 95,248 | Turkey..... | 24 | 889 | | |
| Canada..... | 6 | 13,283 | 6 | 46,181 | Greece..... | 25 | 530 | 23 | 5,448 |
| Austria..... | 7 | 13,070 | 7 | 41,408 | Bulgaria..... | 26 | 494 | 29 | 2,472 |
| Hungary..... | 8 | 7,538 | 13 | 20,671 | Bosnia-Herzegovina..... | 27 | 381 | 33 | 1,338 |
| Argentine Republic..... | 9 | 6,147 | 18 | 12,420 | Bolivia..... | 28 | 298 | 20 | 9,075 |
| Spain..... | 10 | 5,981 | 8 | 39,224 | Luxemburg..... | 29 | 258 | 36 | 266 |
| Sweden..... | 11 | 5,311 | 15 | 21,989 | Tunis..... | 30 | 140 | 30 | 2,362 |
| New Zealand..... | 12 | 4,467 | 12 | 26,686 | Paraguay..... | 31 | 121 | 28 | 2,643 |
| Netherlands..... | 13 | 3,368 | 19 | 11,761 | Dominican Republic..... | 32 | 82 | 17 | 15,605 |
| Belgium..... | 14 | 2,810 | 35 | 725 | Salvador..... | 33 | 43 | 24 | 5,074 |
| New South Wales..... | 15 | 2,404 | 11 | 29,893 | Uruguay..... | | | 21 | 8,167 |
| Switzerland..... | 16 | 2,187 | 27 | 3,082 | Siam..... | | | 22 | 6,137 |
| Algiers..... | 17 | 1,800 | 25 | 4,089 | Congo..... | | | 31 | 2,161 |
| Japan..... | 18 | 1,780 | 5 | 46,981 | Italy..... | | | 14 | 23,866 |
| Roumania..... | 19 | 1,730 | 34 | 1,125 | | | | | |

Annual transportation.

| Countries | On railroads. | | On all other roads. | | Countries. | On railroads. | | On all other roads. | |
|-------------------------|---------------|-------------|---------------------|-------------|-------------------------|---------------|-----------|---------------------|------------|
| | Rank. | Miles. | Rank. | Miles. | | Rank. | Miles. | Rank. | Miles. |
| United States..... | 1 | 239,596,471 | 2 | 153,286,700 | New South Wales..... | 20 | 2,139,821 | 15 | 6,428,564 |
| Germany..... | 2 | 112,480,758 | 4 | 55,569,818 | New Zealand..... | 21 | 2,051,734 | 20 | 2,427,463 |
| France..... | 3 | 65,458,812 | 1 | 162,204,495 | Egypt..... | 22 | 1,923,237 | 28 | 643,356 |
| Belgium..... | 4 | 31,394,412 | 23 | 1,086,024 | Norway..... | 23 | 1,252,648 | 17 | 4,381,950 |
| Austria..... | 5 | 29,800,233 | 6 | 27,665,175 | Luxemburg..... | 24 | 676,821 | 33 | 268,598 |
| Russia..... | 6 | 21,456,092 | 7 | 27,154,600 | Uruguay..... | 25 | 640,034 | 25 | 850,797 |
| British India..... | 7 | 20,019,135 | 3 | 61,837,284 | Bulgaria..... | 26 | 340,634 | 26 | 734,200 |
| Hungary..... | 8 | 16,683,760 | 11 | 14,812,198 | Bosnia-Herzegovina..... | 27 | 289,224 | 27 | 710,715 |
| Canada..... | 9 | 14,106,244 | 12 | 14,333,060 | Tunis..... | 28 | 91,106 | 24 | 949,757 |
| Sweden..... | 10 | 9,009,658 | 13 | 7,976,409 | Bolivia..... | 29 | 87,760 | 31 | 470,152 |
| Spain..... | 11 | 7,684,760 | 10 | 16,460,207 | Paraguay..... | 30 | 43,855 | 34 | 229,060 |
| Greece..... | 12 | 6,564,058 | 21 | 2,146,374 | Salvador..... | 31 | 31,298 | 22 | 1,826,932 |
| Switzerland..... | 13 | 6,112,512 | 18 | 4,204,871 | Dominican Republic..... | 32 | 25,575 | 30 | 472,857 |
| Argentine Republic..... | 14 | 5,092,448 | 16 | 5,659,173 | Siam..... | | | 29 | 553,478 |
| Netherlands..... | 15 | 4,533,691 | 14 | 7,066,270 | Congo..... | | | 35 | 13,784 |
| Japan..... | 16 | 3,569,965 | 5 | 32,288,268 | Italy..... | | | 8 | 21,569,441 |
| Denmark..... | 17 | 3,366,467 | 19 | 2,825,250 | | | | | |
| Algiers..... | 18 | 2,454,350 | 9 | 17,968,985 | | | | | |
| Roumania..... | 19 | 2,188,596 | 32 | 395,658 | | | | | |

Number of articles of mail matter received and dispatched in the international mails.

A.—RECEIVED.

| Countries. | Letters. | | Post cards. | | Prints and commercial papers. | | Samples. | |
|--------------------|----------|------------|-------------|------------|-------------------------------|------------|----------|-----------|
| | Rank. | Number. | Rank. | Number. | Rank. | Number. | Rank. | Number. |
| Germany | 1 | 68,932,400 | 1 | 13,186,230 | 2 | 25,708,270 | 1 | 3,856,570 |
| United States | 2 | 51,590,118 | 7 | 2,292,340 | 1 | 44,384,751 | 6 | 673,756 |
| France | 3 | 44,197,486 | 9 | 2,021,590 | 3 | 23,473,534 | 3 | 1,613,683 |
| Austria | 4 | 37,690,880 | 2 | 9,267,040 | 6 | 8,704,200 | 2 | 1,839,520 |
| Hungary | 5 | 18,152,890 | 3 | 2,625,792 | 11 | 6,177,800 | 11 | 454,640 |
| Russia | 6 | 15,167,620 | 5 | 2,819,065 | 10 | 6,426,112 | 13 | 436,849 |
| Switzerland | 7 | 14,342,230 | 4 | 2,883,093 | 5 | 9,272,095 | 5 | 827,346 |
| Belgium | 8 | 13,483,964 | 6 | 2,625,792 | 4 | 9,746,308 | 4 | 1,118,936 |
| Italy | 9 | 13,133,682 | 10 | 1,610,526 | 9 | 7,074,948 | 9 | 551,024 |
| Spain | 10 | 10,286,142 | 17 | 202,578 | 7 | 8,591,400 | 12 | 438,870 |
| Netherlands | 11 | 9,855,108 | 8 | 2,268,754 | 12 | 4,893,531 | 7 | 653,270 |
| Sweden | 12 | 8,331,986 | 13 | 416,858 | 19 | 2,406,494 | 14 | 329,043 |
| Argentine Republic | 13 | 7,161,931 | 25 | 20,353 | 16 | 4,043,093 | 33 | 215 |
| New South Wales | 14 | 5,268,328 | 21 | 53,235 | 15 | 4,526,899 | 18 | 118,820 |
| British India | 15 | 5,137,467 | | | 8 | 7,498,409 | | |
| Denmark | 16 | 4,536,736 | 12 | 631,420 | 25 | 1,371,828 | 15 | 280,672 |
| Norway | 17 | 4,123,800 | 14 | 302,800 | 22 | 1,946,300 | 16 | 143,800 |
| Greece | 18 | 2,873,498 | 19 | 76,890 | 24 | 1,623,966 | 23 | 35,120 |
| Roumania | 19 | 2,741,706 | 11 | 1,055,280 | 20 | 2,306,024 | 10 | 456,478 |
| Queensland | 20 | 1,946,518 | | | 14 | 4,582,611 | | |
| Tunis | 21 | 1,886,076 | 24 | 23,016 | 21 | 2,097,108 | 19 | 88,884 |
| Egypt | 22 | 1,664,400 | 20 | 66,000 | 23 | 1,685,500 | 21 | 45,500 |
| New Zealand | 23 | 1,683,860 | 28 | 4,848 | 13 | 4,694,003 | 17 | 132,281 |
| Bosnia-Herzegovina | 24 | 1,253,976 | 16 | 255,960 | 26 | 1,345,056 | 22 | 42,132 |
| Victoria | 25 | 1,238,303 | | | 18 | 2,570,890 | 8 | 642,335 |
| Turkey | 26 | 1,230,247 | 23 | 37,849 | 30 | 531,040 | 24 | 34,648 |
| Luxembourg | 27 | 1,080,664 | 15 | 270,270 | 28 | 731,568 | 25 | 33,722 |
| Bulgaria | 28 | 1,046,596 | 18 | 118,920 | 27 | 1,030,238 | 20 | 59,004 |
| Uruguay | 29 | 868,536 | 26 | 6,041 | 17 | 3,767,287 | 26 | 25,180 |
| Japan | 30 | 704,500 | 22 | 51,961 | 29 | 662,662 | 27 | 16,289 |
| Salvador | 31 | 300,528 | 27 | 5,250 | 31 | 424,103 | 31 | 1,010 |
| Paraguay | 32 | 167,344 | 29 | 4,469 | 32 | 336,818 | 32 | 912 |
| Costa Rica | 33 | 106,959 | | | 33 | 331,420 | | |
| Bolivia | 34 | 102,774 | 31 | 2,852 | 34 | 101,730 | 28 | 2,346 |
| Siam | 35 | 80,393 | 30 | 3,043 | 35 | 81,303 | 30 | 1,680 |
| Dominican Republic | 36 | 59,449 | 33 | 7,777 | 36 | 67,008 | 29 | 2,138 |
| Congo | 37 | 25,048 | 32 | 1,048 | 37 | 33,372 | 34 | 132 |

B.—DISPATCHED.

| | | | | | | | | |
|--------------------|----|------------|----|------------|----|------------|----|-----------|
| Germany | 1 | 73,382,570 | 1 | 12,785,520 | 3 | 31,147,180 | 2 | 3,162,060 |
| United States | 2 | 54,504,988 | 6 | 2,496,394 | 1 | 50,339,561 | 7 | 658,144 |
| France | 3 | 48,184,867 | 9 | 1,967,736 | 2 | 48,230,962 | 1 | 3,539,807 |
| Austria | 4 | 44,804,340 | 2 | 11,561,760 | 4 | 18,803,850 | 3 | 2,559,390 |
| Hungary | 5 | 16,277,800 | 4 | 6,206,340 | 12 | 2,786,600 | 11 | 518,780 |
| Belgium | 6 | 14,376,011 | 5 | 3,719,508 | 5 | 10,333,869 | 4 | 1,092,117 |
| Switzerland | 7 | 13,553,265 | 3 | 4,296,968 | 8 | 6,144,814 | 6 | 763,581 |
| Italy | 8 | 12,961,727 | 7 | 2,534,396 | 7 | 6,448,438 | 9 | 658,512 |
| Russia | 9 | 11,353,791 | 10 | 1,778,372 | 11 | 4,067,690 | 8 | 573,960 |
| Spain | 10 | 10,789,410 | 17 | 198,312 | 6 | 9,193,152 | 12 | 407,394 |
| Netherlands | 11 | 7,734,355 | 8 | 2,121,044 | 10 | 4,738,248 | 5 | 958,520 |
| Denmark | 12 | 5,142,480 | 12 | 596,080 | 19 | 1,180,324 | 13 | 169,712 |
| Sweden | 13 | 4,986,215 | 13 | 380,428 | 16 | 1,486,152 | 18 | 37,102 |
| British India | 14 | 4,936,065 | | | 13 | 1,910,050 | | |
| New South Wales | 15 | 4,897,633 | 22 | 32,539 | 9 | 5,969,249 | 15 | 88,140 |
| Argentine Republic | 16 | 4,165,182 | 23 | 28,997 | 14 | 1,892,667 | 81 | 280 |
| Norway | 17 | 3,610,400 | 15 | 287,300 | 22 | 747,200 | 23 | 24,300 |
| Roumania | 18 | 3,020,349 | 11 | 1,232,911 | 20 | 873,583 | 10 | 554,989 |
| Greece | 19 | 2,344,817 | 20 | 58,210 | 21 | 830,768 | 21 | 27,034 |
| Queensland | 20 | 2,062,064 | | | 15 | 1,547,122 | | |
| Egypt | 21 | 1,690,000 | 19 | 74,000 | 24 | 423,009 | 16 | 78,000 |
| Tunis | 22 | 1,584,936 | 25 | 18,000 | 25 | 417,024 | 17 | 41,796 |
| New Zealand | 23 | 1,440,256 | 22 | 82,539 | 17 | 1,320,768 | 25 | 12,400 |
| Bosnia-Herzegovina | 24 | 1,128,960 | 16 | 225,360 | 31 | 146,760 | 26 | 7,416 |
| Victoria | 25 | 1,029,924 | | | 18 | 1,284,015 | 14 | 123,466 |
| Turkey | 26 | 940,823 | 24 | 28,254 | 32 | 136,299 | 20 | 30,480 |
| Luxembourg | 27 | 907,940 | 14 | 317,174 | 26 | 371,514 | 22 | 24,514 |
| Bulgaria | 28 | 736,766 | 18 | 104,832 | 28 | 210,914 | 19 | 31,548 |
| Uruguay | 29 | 663,527 | 29 | 3,429 | 23 | 437,635 | 27 | 2,416 |
| Japan | 30 | 505,557 | 21 | 33,637 | 27 | 305,539 | 24 | 16,211 |
| Paraguay | 31 | 106,673 | 30 | 3,003 | 33 | 72,235 | 33 | 193 |
| Bolivia | 32 | 96,771 | 28 | 3,806 | 34 | 37,529 | 82 | 261 |
| Costa Rica | 33 | 92,232 | | | 29 | 168,626 | | |
| Siam | 34 | 53,357 | 31 | 2,961 | 35 | 25,704 | 29 | 390 |
| Dominican Republic | 35 | 52,266 | 33 | 260 | 36 | 22,452 | 30 | 352 |
| Salvador | 36 | 52,187 | 27 | 4,988 | 30 | 151,510 | 28 | 1,181 |
| Congo | 37 | 28,784 | 26 | 5,180 | 37 | 2,568 | 34 | 76 |

Parcels post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILS.

| Countries. | Rank. | Number of parcels received. | | | Value of parcels with declared value. |
|-------------------------|-------|-----------------------------|-----------|----------------------|---------------------------------------|
| | | Total. | Ordinary. | With declared value. | |
| Germany..... | 1 | 4,263,778 | 2,953,050 | 315,728 | \$31,756,486.34 |
| Hungary..... | 2 | 4,225,180 | 3,546,320 | 678,860 | |
| Austria..... | 3 | 2,081,850 | 1,870,360 | 211,490 | 9,442,645.62 |
| Switzerland..... | 4 | 1,703,027 | 1,615,511 | 87,516 | 11,026,228.76 |
| France..... | 5 | 1,619,997 | 1,606,036 | 11,961 | |
| Italy..... | 6 | 726,132 | 701,804 | 24,328 | 716,883.25 |
| Great Britain..... | 7 | 466,333 | 452,632 | 13,701 | |
| Belgium..... | 8 | 441,657 | 441,044 | 613 | 23,265.37 |
| Denmark..... | 9 | 397,180 | 384,299 | 13,481 | 2,466,777.58 |
| Netherlands..... | 10 | 344,398 | 335,582 | 8,816 | 697,200.55 |
| Roumania..... | 11 | 215,792 | 85,380 | 130,412 | 3,105,492.94 |
| Spain..... | 12 | 174,048 | 174,048 | | |
| Bosnia-Herzegovina..... | 13 | 160,100 | 86,012 | 74,088 | 1,485,030.78 |
| New South Wales..... | 14 | 152,152 | 134,719 | 17,433 | 322,906.46 |
| British India..... | 15 | 136,090 | 136,090 | | |
| Norway..... | 16 | 101,300 | 96,300 | 5,000 | 3,274,322.20 |
| Sweden..... | 17 | 95,513 | 88,565 | 6,948 | 1,165,017.28 |
| Luxemburg..... | 18 | 95,358 | 91,661 | 3,697 | 554,481.85 |
| Russia..... | 19 | 90,493 | 60,307 | 30,186 | 3,399,508.94 |
| Tunis..... | 20 | 74,412 | 74,412 | | |
| Egypt..... | 21 | 53,404 | 50,724 | 2,680 | 73,817.77 |
| Bulgaria..... | 22 | 43,620 | 39,376 | 4,244 | 3,827,564.42 |
| Victoria..... | 23 | 18,262 | | 18,262 | |
| New Zealand..... | 24 | 16,654 | 16,654 | | |
| Greece..... | 25 | 13,285 | 13,285 | | |
| Argentine Republic..... | 26 | 10,960 | 10,960 | | |
| Uruguay..... | 27 | 3,455 | 3,455 | | |
| Costa Rica..... | 28 | 2,620 | 2,620 | | |
| Congo..... | 29 | 1,168 | 1,168 | | |
| Siam..... | 30 | 844 | | 844 | |
| Salvador..... | 31 | 560 | 560 | | |
| Japan..... | 32 | 186 | 186 | | |

PARCELS DISPATCHED IN THE INTERNATIONAL MAILS.

| Countries. | Rank. | Number of parcels dispatched. | | | Value of parcels with declared value. |
|-------------------------|-------|-------------------------------|-----------|----------------------|---------------------------------------|
| | | Total. | Ordinary. | With declared value. | |
| Germany..... | 1 | 4,916,553 | 4,747,447 | 169,106 | \$30,467,259.85 |
| France..... | 2 | 2,406,173 | 2,372,869 | 33,304 | |
| Austria..... | 3 | 2,159,720 | 1,874,300 | 286,420 | 27,105,257.75 |
| Hungary..... | 4 | 1,319,200 | 853,320 | 465,880 | |
| Switzerland..... | 5 | 1,015,541 | 867,054 | 148,487 | 13,360,411.34 |
| Great Britain..... | 6 | 835,052 | 827,486 | 7,566 | |
| New South Wales..... | 7 | 511,480 | 505,947 | 5,530 | 73,178.65 |
| Italy..... | 8 | 317,784 | 310,027 | 7,757 | 315,461.67 |
| Belgium..... | 9 | 297,147 | 296,375 | 772 | 25,331.82 |
| Netherlands..... | 10 | 142,602 | 139,160 | 3,442 | 301,224.17 |
| Bosnia-Herzegovina..... | 11 | 74,866 | 27,258 | 47,608 | 3,256,505.21 |
| British India..... | 12 | 71,540 | 71,540 | | |
| Denmark..... | 13 | 64,985 | 58,121 | 6,864 | 670,016.05 |
| Luxemburg..... | 14 | 50,214 | 52,366 | 3,848 | 1,467,112.08 |
| Russia..... | 15 | 45,395 | 5,835 | 39,560 | 1,810,087.55 |
| Roumania..... | 16 | 44,762 | 18,642 | 26,120 | 2,497,472.30 |
| Spain..... | 17 | 41,214 | 41,214 | | |
| Egypt..... | 18 | 34,252 | 33,733 | 519 | 11,796.80 |
| Sweden..... | 19 | 29,731 | 27,391 | 2,340 | 5,266,513.94 |
| Tunis..... | 20 | 28,633 | 28,633 | | |
| Norway..... | 21 | 22,143 | 19,623 | 2,520 | 965,166.94 |
| Victoria..... | 22 | 17,967 | | 17,967 | |
| Bulgaria..... | 23 | 6,352 | 3,196 | 3,156 | 3,072,996.56 |
| Argentine Republic..... | 24 | 5,998 | 5,998 | | |
| New Zealand..... | 25 | 4,536 | 4,536 | | |
| Greece..... | 26 | 3,875 | 3,875 | | |
| Uruguay..... | 27 | 796 | 796 | | |
| Siam..... | 28 | 397 | 397 | | |
| Congo..... | 29 | 176 | 176 | | |
| Costa Rica..... | 30 | 110 | 110 | | |
| Japan..... | 31 | 67 | 67 | | |
| Salvador..... | 32 | 23 | 23 | | |

Postal income and expenditure.

| Rank. | Countries. | Income. | Rank. | Countries. | Expenditure. |
|-------|-------------------------|-----------------|-------|-------------------------|-----------------|
| 1 | United States..... | \$70,930,475.96 | 1 | United States..... | \$76,223,762.28 |
| 2 | Germany..... | 67,379,992.36 | 2 | Germany..... | 62,292,209.22 |
| 3 | Great Britain..... | 49,911,503.22 | 3 | Great Britain..... | 36,277,230.62 |
| 4 | France..... | 38,750,836.28 | 4 | France..... | 29,689,513.80 |
| 5 | Russia..... | 17,007,396.23 | 5 | Russia..... | 18,785,643.64 |
| 6 | Austria..... | 15,919,392.70 | 6 | Austria..... | 15,319,778.85 |
| 7 | Italy..... | 9,237,778.39 | 7 | Italy..... | 8,275,719.09 |
| 8 | British India..... | 7,055,755.56 | 8 | British India..... | 6,107,354.72 |
| 9 | Hungary..... | 6,840,065.87 | 9 | Hungary..... | 4,729,224.90 |
| 10 | Switzerland..... | 5,062,722.92 | 10 | Switzerland..... | 4,500,523.59 |
| 11 | Canada..... | 3,461,653.89 | 11 | Canada..... | 4,342,547.82 |
| 12 | Belgium..... | 3,405,272.28 | 12 | Argentine Republic..... | 3,918,949.92 |
| 13 | Victoria..... | 3,334,124.27 | 13 | Victoria..... | 3,204,780.05 |
| 14 | Netherlands..... | 2,845,867.21 | 14 | Japan..... | 3,155,270.43 |
| 15 | Japan..... | 2,768,333.76 | 15 | Spain..... | 2,900,069.61 |
| 16 | New South Wales..... | 2,268,066.40 | 16 | New South Wales..... | 2,297,708.15 |
| 17 | Sweden..... | 2,173,272.38 | 17 | Netherlands..... | 2,267,216.73 |
| 18 | Argentine Republic..... | 1,851,196.74 | 18 | Sweden..... | 2,044,075.07 |
| 19 | Denmark..... | 1,542,665.06 | 19 | Belgium..... | 2,012,429.20 |
| 20 | Roumania..... | 1,186,765.19 | 20 | Denmark..... | 1,516,611.26 |
| 21 | New Zealand..... | 1,032,560.61 | 21 | Roumania..... | 1,158,388.20 |
| 22 | Norway..... | 639,146.12 | 22 | Queensland..... | 1,015,493.62 |
| 23 | Turkey..... | 808,832.46 | 23 | Norway..... | 624,085.42 |
| 24 | Queensland..... | 666,153.97 | 24 | New Zealand..... | 759,040.75 |
| 25 | Egypt..... | 598,600.30 | 25 | Bulgaria..... | 495,466.35 |
| 26 | Bulgaria..... | 405,102.20 | 26 | Egypt..... | 466,440.47 |
| 27 | Greece..... | 282,018.93 | 27 | Turkey..... | 316,835.23 |
| 28 | Uruguay..... | 221,839.42 | 28 | Greece..... | 292,617.14 |
| 29 | Luxemburg..... | 192,464.70 | 29 | Uruguay..... | 252,694.16 |
| 30 | Bosnia-Herzegovina..... | 174,491.10 | 30 | Luxemburg..... | 205,741.54 |
| 31 | Tunis..... | 173,163.26 | 31 | Tunis..... | 163,036.61 |
| 32 | Bolivia..... | 74,270.62 | 32 | Bosnia-Herzegovina..... | 161,559.67 |
| 33 | Salvador..... | 26,459.47 | 33 | Bolivia..... | 80,582.70 |
| 34 | Siam..... | 13,078.45 | 34 | Salvador..... | 79,785.23 |
| 35 | Congo..... | 9,297.70 | 35 | Siam..... | 38,439.33 |

Postal surplus and deficiency.

| Rank. | Countries. | Surplus. | Rank. | Countries. | Deficiency. |
|-------|-------------------------|-----------------|-------|-------------------------|----------------|
| 1 | Great Britain..... | \$13,634,272.70 | 1 | United States..... | \$5,293,286.32 |
| 2 | France..... | 9,061,322.48 | 2 | Argentine Republic..... | 2,067,753.18 |
| 3 | Germany..... | 5,067,783.14 | 3 | Russia..... | 1,778,247.41 |
| 4 | Hungary..... | 2,110,830.97 | 4 | Canada..... | 880,893.93 |
| 5 | Belgium..... | 1,392,843.08 | 5 | Japan..... | 896,836.67 |
| 6 | Italy..... | 962,259.30 | 6 | Queensland..... | 349,339.63 |
| 7 | British India..... | 948,400.84 | 7 | Bulgaria..... | 90,364.15 |
| 8 | Austria..... | 597,613.85 | 8 | Salvador..... | 53,325.76 |
| 9 | Netherlands..... | 578,650.48 | 9 | Uruguay..... | 30,854.74 |
| 10 | Switzerland..... | 562,199.33 | 10 | New South Wales..... | 29,641.75 |
| 11 | Turkey..... | 491,997.23 | 11 | Siam..... | 25,300.88 |
| 12 | New Zealand..... | 273,519.86 | 12 | Luxemburg..... | 13,276.84 |
| 13 | Egypt..... | 132,159.83 | 13 | Greece..... | 10,598.21 |
| 14 | Victoria..... | 129,344.22 | 14 | Bolivia..... | 6,312.08 |
| 15 | Sweden..... | 129,197.31 | | | |
| 16 | Roumania..... | 28,376.99 | | | |
| 17 | Denmark..... | 26,053.80 | | | |
| 18 | Norway..... | 15,060.70 | | | |
| 19 | Bosnia-Herzegovina..... | 12,931.43 | | | |
| 20 | Tunis..... | 5,156.65 | | | |

*Subsidies paid to steamship companies.**

| Rank. | Countries. | Annual subsidy. | Rank. | Countries. | Annual subsidy. |
|-------|--------------------|-----------------|-------|----------------------|-----------------|
| 1 | France..... | \$4,905,556.46 | 8 | New Zealand..... | \$161,014.83 |
| 2 | Great Britain..... | 3,484,045.65 | 9 | New South Wales..... | 140,843.24 |
| 3 | Italy..... | 1,967,042.76 | 10 | Belgium..... | 86,203.55 |
| 4 | Spain..... | 993,958.32 | 11 | Denmark..... | 52,299.75 |
| 5 | Japan..... | 742,853.06 | 12 | Salvador..... | 23,160.00 |
| 6 | British India..... | 298,720.18 | 13 | Roumania..... | 6,448.20 |
| 7 | Netherlands..... | 179,247.86 | 14 | Siam..... | 830.28 |

* The amounts given in this table are the sums which were reported to the international bureau as *bona fide subsidies* paid to the steamship companies irrespective of the quantity of mail carried. Other countries, e. g., Germany, Austria, Russia, etc., pay large subsidies to steamship companies, but the amounts were not reported to the international bureau.

PARCELS-POST CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND NEWFOUNDLAND.

For the purpose of making better postal arrangements between the United States of America and Newfoundland, the undersigned, Wilson S. Bissell, Postmaster General of the United States of America, and James O. Fraser, Postmaster General of Newfoundland, by virtue of authority vested in them, have agreed upon the following articles for the establishment of a Parcels-Post system of exchanges between the United States and Newfoundland.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter—except letters, post-cards, and written matter—of all kinds, that are admitted under any conditions to the domestic mails of the country of origin, except that no packet may exceed eleven (11) pounds (or five (5) kilograms) in weight, nor the following dimensions: Greatest length in any direction, three feet six inches; greatest length and girth combined, six feet; and must be so wrapped or enclosed as to permit their contents to be easily examined by postmasters and customs officers; and except that the following articles are prohibited admission to the mails exchanged under this Convention.

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids and those which easily liquefy, confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor; lottery tickets, lottery advertisements, or lottery circulars; all obscene or immoral articles; articles which may in any way damage or destroy the mails or injure the persons handling them.

2. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country, respectively.

ARTICLE III.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Convention.

3. No parcel may contain packages intended for delivery at an address other than that borne by the parcel itself. If such enclosed packages be detected, they must be sent forward singly, charged with new and distinct Parcel-Post rates.

ARTICLE IV.

1. The following rates of postage shall in all cases be required to be *fully prepaid* with postage stamps of the country of origin, viz:

2. For a parcel not exceeding one pound in weight twelve (12) cents; and for each additional pound, or fraction of a pound, twelve (12) cents.

3. The parcels shall be promptly delivered to addressees at the post-offices of address in the country of destination free of charge for postage; but the country of destination may, at its option, levy and collect from the addressee for interior service and delivery a charge the amount of which is to be fixed according to its own regulations, but which shall in no case exceed five (5) cents for each parcel, whatever its weight.

ARTICLE V.

1. The sender will, at the time of mailing the package, receive a certificate of mailing from the post-office where the package is mailed on a form like Form 1 annexed hereto.

2. The sender of a package may have the same registered in accordance with the regulations of the country of origin.

3. An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents.

4. The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the post-office of destination.

ARTICLE VI.

1. The sender of each parcel shall make a customs declaration, pasted upon or attached to the package, upon a special form provided for the purpose (see Form 2 annexed hereto) giving a general description of the parcel, an accurate statement of its contents and value, date of mailing, and the sender's signature and place of residence and place of address.

2. The parcels in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues; and the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination; but neither sender or addressee shall be subject to the payment of any charge for fines or penalties on account of failure to comply with any customs regulation.

ARTICLE VII.

Each country shall retain to its own use the whole of the postages registration and delivery fees, it collects on said parcels; consequently this Convention will give rise to no separate accounts between the two countries.

ARTICLE VIII.

1. The parcels shall be considered as a component part of the mails exchanged *direct* between the United States and Newfoundland to be despatched to destination by the country of origin at its cost and by such means as it provides; but must be forwarded, at the option of the despatching office, either in boxes prepared expressly for the purpose or in ordinary mail sacks, marked "Parcels-Post," and securely sealed with wax or otherwise, as may be mutually provided by regulations hereunder.

2. Each country shall promptly return *empty* to the despatching office by next mail, all such bags and boxes.

3. Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

4. Each despatch of a Parcels-Post mail must be accompanied by a descriptive list, in duplicate, of all the parcels sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee with address of destination, and the declared contents and value; and must be enclosed in one of the boxes or sacks of such despatch (see Form 3 annexed hereto).

ARTICLE IX.

Exchanges of mails under this Convention from any place in either country to any place in the other, shall be effected through the post-offices of both countries already designated as exchange post-offices, or through such others as may be hereafter agreed upon; under such regulations relative to the details of the exchange as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

ARTICLE X.

1. As soon as the mail shall have reached the office of destination, that office shall check the contents of the mail.

2. In the event of the parcel bill not having been received a substitute should be at once prepared.

3. Any errors in the entries on the parcel bill which may be discovered, should, after verification by a second officer, be corrected and noted for report to the despatching office on a form "Verification Certificate," which should be sent in a special envelope.

4. If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer the entry on the bill should be canceled and the fact reported at once.

5. If a parcel be observed to be insufficiently prepaid, it must not be taxed with deficient postage, but the circumstance must be reported on the verification certificate form.

6. Should a parcel be received in a damaged or imperfect condition, full particulars should be reported on the same form.

7. If no verification certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE XI.

1. If a parcel can not be delivered as addressed, or is refused, it must be returned without charge directly to the despatching office of exchange, at the expiration of thirty days from its receipt at the office of destination; and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

2. When the contents of a parcel which can not be delivered are liable to deterioration or corruption, they may be destroyed at once if necessary, or if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

3. An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin, at the ordinary parcel rates.

ARTICLE XII.

The Post Office Department of either of the contracting countries will not be responsible for the loss or damage of any parcel, and consequently no indemnity can be claimed by the sender or addressee in either country.

ARTICLE XIII.

The Postmaster General of the United States of America and the Postmaster General of Newfoundland, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present Convention from time to time; and may, by agreement, prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this Convention.

ARTICLE XIV.

This Convention shall take effect and operations thereunder shall begin on the first day of April, 1894; and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate, and signed at Washington, the eighth day of January, one thousand eight hundred and ninety-four, and at St. John's the twenty-fifth day of January, one thousand eight hundred and ninety-four.

[SEAL.]

WILSON S. BISSELL,
Postmaster General of the United States of America.

[SEAL.]

JAS. OLIPHANT FRASER,
Postmaster General of Newfoundland.

The foregoing Parcels-Post Convention between the United States of America and Newfoundland has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof, I have caused the Great Seal of the United States to be hereunto affixed.

[SEAL.]

By the President:

WALTER Q. GRESHAM,
Secretary of State.

WASHINGTON, March 13th, 1894.

GROVER CLEVELAND.

T. O'BRIEN, Lt. Col., [SEAL.]
Gov. of Newfoundland.

The foregoing Parcels-Post Convention between the United States of America and Newfoundland has been negotiated and concluded with the approval of His Excellency Sir J. Terence O'Brien, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, in Council, in pursuance of the provisions of the Post Office Act 1891. In testimony whereof the Great Seal of the Island of Newfoundland is hereunto affixed, at St. John's in the Island of Newfoundland this twenty-fifth day of January, Anno Domini, One thousand eight hundred and ninety-four.

By His Excellency's Command :

R. BOND,
Colonial Secretary.

FORM 1.

Parcel Post.

| | |
|---|--|
| A parcel addressed as under has been posted here this day. | |
| <div style="border: 1px solid black; padding: 10px; width: 150px; height: 100px; display: flex; align-items: center; justify-content: center;"> Office stamp. </div> | |
| | |
| | |
| | |
| This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General. | |

FORM 2.

A.

Parcel post between the United States and Newfoundland.

| | | |
|---------------------|-------------------------------------|---|
| Date. Stamp. | FORM OF CUSTOMS DECLARATION. | Place to which the parcel is addressed. |
|---------------------|-------------------------------------|---|

| Description of parcel: [State whether box, basket, bag, etc.] | Contents. | Value. | Per cent. | Total customs charges. |
|---|-----------|--------|-----------|------------------------------|
| | | \$ | | \$ |
| Total.. | | \$ | | \$ |

Date of posting:, 18..; signature and address of sender {

For use of Post Office only, and to be filled up at the office of exchange:

Parcel Bill No.; No. of rates prepaid.....; Entry No.

Parcel Post from.....

The import duty assessed by an officer of customs on contents of this parcel amounts to \$....., which must be paid before the parcel is delivered.

Date.

Stamp.

.....
Customs Officer.

Parcel Post from.....

This parcel has been passed by an officer of customs, and must be delivered FREE OF CHARGE.

Date.

Stamp.

Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

FORM 3.

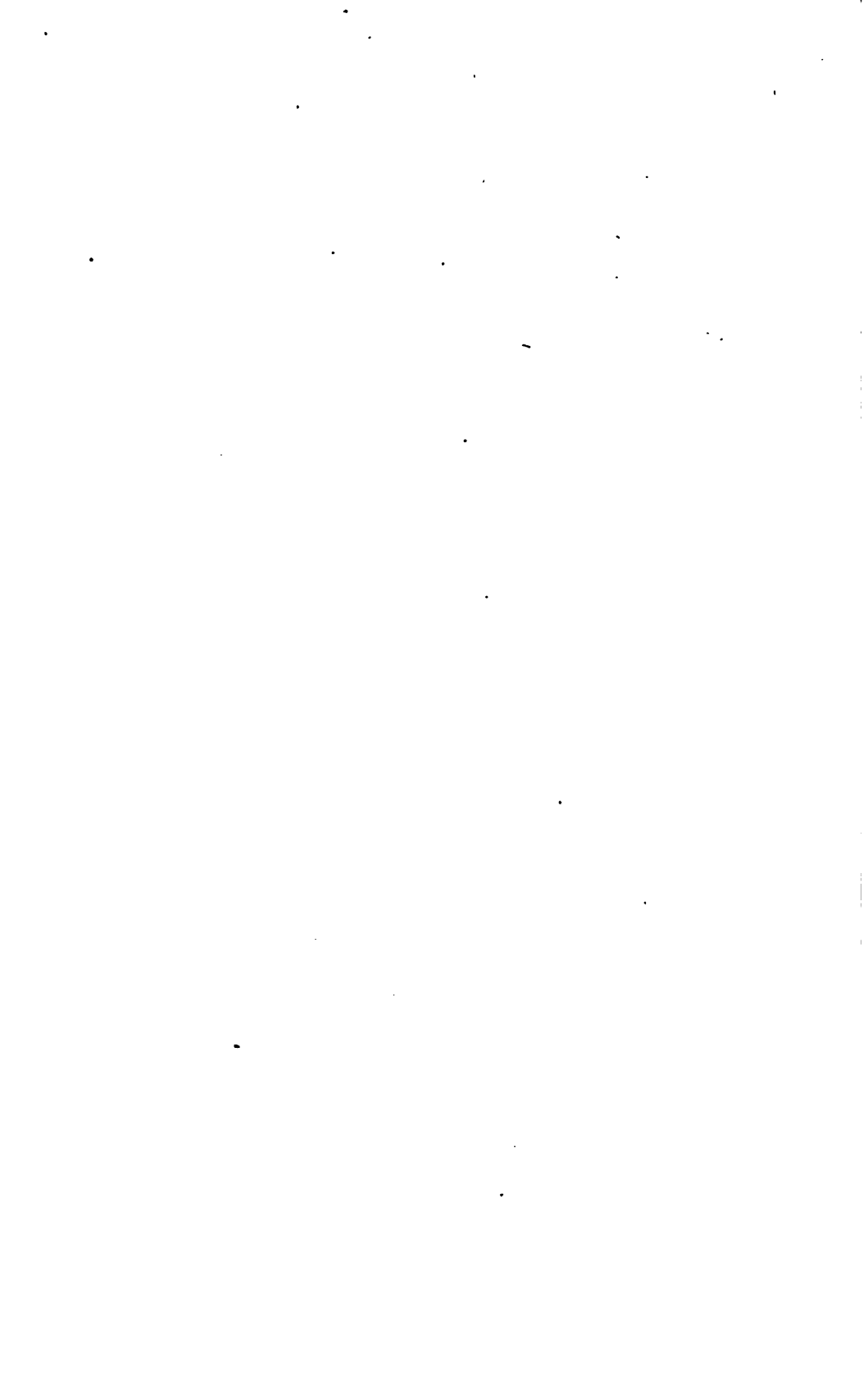
| Date stamp of the dispatching exchange Post Office. <div style="border: 1px solid black; width: 100px; height: 50px; margin: 10px auto;"></div> | <i>Parcels from..... for.....</i> Parcel Bill No....., dated 18... per S. S. "..... | Date stamp of the receiving exchange Post Office. <div style="border: 1px solid black; width: 100px; height: 50px; margin: 10px auto; text-align: center;">•</div> | | | | | |
|--|--|---|-------------------|--------------------|-----------------|--------------------------------|----------|
| * Sheet No. | | | | | | | |
| Entry No. | Origin of parcl. | Name of addressee. | Address of parcl. | Declared contents. | Declared value. | Number of rates prepaid to.... | Remarks. |
| | | | | | \$ | | |
| | | | | Total.. | \$ | | |

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

lbs.

| | |
|---|-------------------------------------|
| * Total number of parcels sent by the mail to | * Total weight of mail..... |
| * Number of boxes or other receptacles forming the mail..... | * Deduct weight of receptacles..... |
| Signature of dispatching officer at..... Post-Office:..... | * Net weight of parcels..... |
| Signature of receiving officer at..... Post Office: | |

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDING JUNE 30, 1894.



REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 31, 1894.

SIR: I have the honor to submit a report of the work of this Bureau for the fiscal year ending June 30, 1894:

FINANCIAL STATEMENT.

The postal revenue for the year and the total actual expenditures are as follows:

Ordinary postal revenue, consisting of—

| | |
|--|----------------------|
| Letter postage paid in money (made up principally of balances due from foreign postal administrations)..... | \$81,827.17 |
| Box rents..... | 2,483,179.02 |
| Fines and penalties..... | 19,285.42 |
| Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards..... | 70,199,151.82 |
| Receipts from unclaimed dead letters..... | 17,865.74 |
| Miscellaneous receipts..... | 18,828.61 |
| Total ordinary postal revenue..... | 72,820,137.78 |
| Receipts from money-order business..... | 960,341.26 |
| Receipts from money orders outstanding more than one year..... | 1,300,000.00 |
| Total revenue from all sources..... | 75,080,479.04 |
| Expenditures: | |
| Actual amount of expenditures for the service of the year ending June 30, 1894 (this amount includes all expenditures made on account of the year up to three months after its close)..... | 84,324,414.15 |
| Excess of expenditures over receipts..... | 9,243,935.11 |

Not taking into account the outstanding liabilities or the earnings of the subsidized Pacific railroads (\$1,626,094.22), the following comparisons with the statistics of the year ending June 30, 1893, are presented:

| | |
|----------------------------------|-------------------|
| Total receipts for 1893..... | \$75,896,933.16 |
| Total receipts for 1894..... | 75,080,479.04 |
| Decrease for 1894..... | 816,454.12 |
| Per cent of decrease..... | 1.0 |

| | |
|----------------------------------|-----------------|
| Total expenditures for 1894..... | \$84,324,414.15 |
| Total expenditures for 1893..... | 81,074,104.90 |
| Increase for 1894..... | 3,250,309.25 |
| Per cent of increase..... | 4.0 |
| Total deficiency for 1894..... | 9,243,935.11 |
| Total deficiency for 1893..... | 5,177,171.74 |
| Increase for 1894..... | 4,066,763.37 |
| Per cent of increase..... | 78.5 |

A detailed statement of postal receipts and expenditures by items will be found in Tables Nos. 2, 3, and 4, appended to this report.

LOSSES BY BAD DEBTS AND COMPROMISES.

During the year, in cases where compromises with debtors were found to be necessary, and in others where outstanding debts proved to be uncollectible, the Department suffered losses amounting altogether to \$63,882.74. Prior to last year cases of this character were included in the financial statement forming part of the annual report of the office by deducting the amount of the loss from the total of the year's receipts; but as the transactions through which these losses occur nearly always run back through a series of years—some of them being as much as eight years old—and really never apply to the year for which the annual report comprehending them is made, I have, pursuing the course stated in my report of last year, thought it proper not to follow the old practice.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the general Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

| | |
|--|--------------|
| For deficiency in the postal revenue for 1892, under act approved March 3, 1891..... | \$500,000.00 |
| For deficiency in the postal revenue for 1893, under act approved July 13, 1892..... | 5,664,034.29 |
| For deficiency in the postal revenue for 1894, under act approved March 3, 1893..... | 2,500,000.00 |
| Total drawn during the year..... | 8,664,034.29 |

TRANSACTIONS AT TREASURY DEPOSITORIES.

The account during the year shows the following receipts and disbursements at Treasury depositories, viz:

| | |
|---|-----------------|
| Balance subject to draft June 30, 1893..... | \$2,305,152.94 |
| Amount of outstanding warrants June 30, 1893..... | 57,991.20 |
| Deposits: | |
| On account of postal revenue..... | \$30,434,346.58 |
| On account of grants from the general Treasury..... | 8,664,034.29 |
| | <hr/> |
| | 39,098,380.87 |
| Total..... | 41,461,525.01 |
| Amount of warrants paid during the year ending June 30, 1894..... | 39,276,427.96 |
| | <hr/> |
| Balance at depositories June 30, 1894..... | 2,185,097.05 |
| Amount of outstanding warrants June 30, 1894..... | 112,715.59 |
| | <hr/> |
| Balance subject to draft June 30, 1894..... | 2,072,381.46 |

Of the \$30,434,346.58, (deposits on account of postal revenue), \$27,428.74 was made through national-bank depositories. The balance remaining in national-bank depositories at the close of the year ending June 30, 1894, was \$3,404.25.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL'S OFFICE.

The appropriations for the service of this office during the year amounted to \$1,986,300, exclusive of the amount paid messengers of the special-delivery system. No specific appropriation was made for this purpose, the compensation of messengers being payable by law out of the receipts of the system. The expenditure out of the appropriations was \$1,540,590.49 (a decrease as compared with 1893 of \$154,629.81, or 9.1 per cent), leaving an unexpended balance of \$445,709.51, or 22.4 per cent of the total amount appropriated.

The increase of expenditure for the compensation of special-delivery messengers was \$4,616.99, or 1.7 per cent.

The estimates of appropriation for the service of this office during the fiscal year ending June 30, 1896, amount to \$1,324,600, which is \$194,200 less than the appropriation for the current year, and nearly \$216,000 less than the actual expenditures for the past year. Details of these estimates will be found in Table No. 1, attached to this report.

FINANCE DIVISION.

The operations of this division during the year will appear from the following statement. The number of accounts of contractors and other creditors of the Government on account of mail service received and examined was 114,841, requiring the drawing, recording, and mailing of the same number of warrants; the total amount paid by these warrants was \$39,331,133.39; the number of drafts drawn on account of balances due present and late postmasters was 6,484, amounting to \$1,502,308.76, making a total amount covered by warrants and drafts of \$40,833,442.15; the number of new contracts for mail service received, examined, and entered in books kept in this division was 6,192, and the number of orders of the Postmaster-General affecting the mail service entered in ledgers was 30,982.

Transcripts were received weekly from the U. S. Treasury and nine subtreasuries, and monthly from forty-eight designated national-bank depositories, comprehending financial transactions aggregating \$41,403,533.81. Accounts were also kept with the Treasurer and assistant treasurers, and with all these designated depositories.

About 20,000 circulars were sent to postmasters, containing instructions relative to the deposit of their postal balances, and demanding from delinquent postmasters such amounts as were due.

The number of letters written on subjects pertaining to the different branches of work assigned to the division was 5,187, and the number of cases for investigation of the accounts of postmasters and late postmasters made up and placed in the hands of the Fourth Assistant Postmaster-General (division of mail depredations and post-office inspectors) was 417.

CERTIFICATES OF DEPOSIT.

The following order amends the Postal Regulations relative to certificates showing the deposits of postal revenue, so as to conform to the requirements of the act of Congress approved January 22, 1894:

On and after the 1st of April, 1894, depositories will in every case return the duplicate receipt to the depositing postmaster, to be retained by him in his office as a voucher, and send the original to the Auditor of the Treasury for the Post-Office Department, with the weekly transcript of business.

The law upon which this order is founded practically takes away from the Finance Division much of the supervision of the deposits of

postmasters that had previously been required of it. The keeping of records of such deposits was necessarily abandoned after the date fixed by the order—April 1, 1894.

It is as yet too soon to state whether the operation of this law is to be beneficial or otherwise. The experience of the current year will perhaps enable me to form a correct opinion concerning it.

FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE FINANCE DIVISION DURING THE FISCAL YEAR.

The money received from postmasters erroneously remitting to this office balances due the Government, from collections made by the chief post-office inspector on account of defaulting postmasters, from stamp collectors and others for the purchase of stamps, stamped envelopes, etc., and from bills of exchange covering balances due by foreign postal administrations, amounted to \$15,010.14, the disposition of which is accounted for as follows:

| | |
|--|---------------|
| Amount received | \$15, 010. 14 |
| Amount deposited with the Treasurer of the United States at Washington, D. C. | 4, 863. 82 |
| Amount deposited with the assistant treasurer of the United States at New York, N. Y. | 5, 493. 22 |
| Amount returned to remitters. | 327. 15 |
| Amount used in the purchase of stamps, stamped envelopes, and postal cards, which were sent to the persons ordering them. | 4, 325. 95 |
| Total | 15, 010. 14 |

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead Letter Office, aggregated \$14,940.14.

This money was disposed of as follows, viz:

| | |
|---|---------------|
| Amount received | \$14, 940. 14 |
| Amount in current funds deposited in the Treasury at Washington, D. C. | \$14, 575. 59 |
| Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York and deposited with the assistant treasurer at New York. | 326. 18 |
| Total amount deposited. | 14, 901. 77 |
| Amount of loss sustained from sale of uncurrent funds, from counterfeits, and from mutilated minor coin. | 38. 37 |
| | 14, 940. 14 |

SPECIAL-DELIVERY SYSTEM.

The statistics of special-delivery business during the year are as follows:

The total number of pieces of matter delivered by messengers, on which fees were paid, as shown by the report of the Sixth Auditor, was 3,265,121. Assuming this to be 95 per cent of the total number received, leaves 171,849 as the number delivered by letter-carriers or other salaried employes, including such pieces as it was found impossible to deliver specially, making a total of 3,436,970 pieces of matter received for special delivery. This is an increase of 1.8 per cent over the business of the previous year.

The amount of special-delivery stamps used on matter received for delivery was \$343,697, and the amount paid to messengers and others for special delivery was \$261,209.70, leaving a profit to the Government on special-delivery business of \$82,487.30.

At the letter-carrier offices there were employed during the year 1,656 messengers. The average time taken by them in making deliveries was nineteen minutes.

The growth of special-delivery business since the inception of the system in 1886 is shown by the following statement:

| Increase in— | Per cent. |
|--------------|-----------|
| 1887 | 24.0 |
| 1888 | 17.7 |
| 1889 | 11.9 |
| 1890 | 10.2 |
| 1891 | 23.2 |
| 1892 | 21.4 |
| 1893 | 21.9 |
| 1894 | 1.8 |

Special-delivery statistics from all the free-delivery offices for the year will be found in Table No. 17, appended to this report.

STAMP DIVISION.

During the year the total number of pieces of stamped paper issued to postmasters, through the work of this division, was 3,668,819,016, of the value of \$70,239,910.65, a net decrease under the issues of the preceding year of 275,002,871, or 6.97 per cent, in number, and \$5,274,792.02, or 6.99 per cent, in value.

In detail, the issues of stamped paper during the year are as follows:

| Description. | Number issued. | Value. |
|--|------------------|-------------------|
| Ordinary postage stamps, 1890 series | 1, 632, 550, 250 | \$31, 189, 821.00 |
| Ordinary postage stamps, Columbian series | 969, 728, 105 | 19, 400, 719.00 |
| Special-delivery stamps | 3, 674, 020 | 367, 402.00 |
| Newspaper and periodical stamps | 4, 212, 027 | 2, 613, 920.00 |
| Postage-due stamps | 18, 038, 146 | 428, 816.00 |
| Ordinary stamped envelopes, 1890 series | 193, 322, 250 | 3, 702, 011.08 |
| Special-request envelopes, 1890 series | 279, 446, 000 | 6, 023, 868.50 |
| Ordinary stamped envelopes, Columbian series | 19, 504, 968 | 424, 711.92 |
| Special-request envelopes, Columbian series | 83, 578, 750 | 725, 293.90 |
| Newspaper wrappers | 45, 625, 250 | 530, 317.75 |
| Letter-sheet envelopes | 641, 500 | 14, 754.50 |
| Postal cards | 468, 499, 750 | 4, 728, 275.00 |

There was a general decrease of issues during the year, as compared with the business of the previous year, particulars of which are as follows:

| Description. | Decrease in quantity. | | Decrease in value. | |
|---|-----------------------|-----------|--------------------|-----------|
| | Number. | Per cent. | Amount. | Per cent. |
| Ordinary postage stamps, 1890 series | 73, 237, 845 | 4.29 | \$1, 337, 330.00 | 4.11 |
| Columbian postage stamps | 74, 776, 890 | 7.16 | 1, 675, 676.00 | 7.95 |
| Special-delivery stamps | * 145, 950 | * 4.14 | 14, 595.00 | * 4.14 |
| Newspaper and periodical stamps | * 40, 938 | * .98 | 236, 404.00 | 8.29 |
| Postage-due stamps | 63, 814 | .35 | 5, 234.50 | * 1.23 |
| Stamped envelopes, plain, 1890 series | 53, 900, 686 | 10.23 | 1, 251, 253.14 | 10.58 |
| Special-request envelopes, 1890 series | | | | |
| Columbian stamped envelopes, plain | | | | |
| Columbian special-request envelopes | | | | |
| Newspaper wrappers | 1, 668, 782 | 3.05 | 39, 705.28 | 3.84 |
| Letter-sheet envelopes | 9, 234, 750 | 16.83 | 50, 922.25 | 16.63 |
| Postal cards | 114, 254 | 15.12 | 2, 627.85 | 15.12 |
| Special-request envelopes 1890 and Columbian together | 62, 005, 850 | 11.69 | 716, 013.50 | 13.15 |
| Ordinary and Columbian plain stamped envelopes taken together | 32, 448, 218 | 13.23 | 707, 314.67 | 14.36 |
| Special-request envelopes 1890 and Columbian together | 23, 121, 250 | 6.88 | 493, 643.75 | 6.81 |

* Increase.

VALUE OF STAMPED ENVELOPES OVER THEIR COST.

The gross value of stamped envelopes and newspaper wrappers issued (not including letter-sheet envelopes) was \$11,496,203.15, and their postage value was \$10,435,692.11, leaving \$1,060,511.04 as the contract cost of manufacture and expense of distribution. The contract cost of manufacture was \$900,138.64, after deducting \$179.89 for envelopes misprinted or otherwise imperfect, leaving \$160,372.40 to defray the expense of distribution.

OTHER ISSUES THROUGH THE STAMP DIVISION.

There were also issued during the year 59,392,100 unstamped envelopes for official use. Of these 433,300 were registered-package envelopes of large size, 11,204,000 were registered-package envelopes of the smaller size, 1,107,800 were tag envelopes for registered packages, and the remainder, 46,647,000, were official envelopes of the "penalty" class, used for various purposes by the Department bureaus and by postmasters and other postal employes throughout the country.

There were issued also 4,480 newspaper and periodical receipt books, necessarily used by postmasters in collecting postage on second-class matter under existing methods.

REQUISITIONS.

The requisitions from postmasters for the supplies above mentioned are indicated below, and a comparison is shown with the year 1893:

| For— | 1893. | 1894. | Discrepancies. | | |
|--|----------|----------|----------------|-----------|-----------|
| | | | Increase. | Decrease. | Per cent. |
| Ordinary postage stamps, including Columbian..... | 206, 129 | 197, 945 | ..... | 8, 184 | 3. 97 |
| Postage-due stamps..... | 18, 684 | 18, 852 | 168 | ..... | . 90 |
| Newspaper and periodical stamps..... | 11, 594 | 11, 809 | 215 | ..... | 1. 85 |
| Ordinary stamped envelopes, including Columbian..... | 99, 523 | 96, 055 | ..... | 3, 468 | 3. 48 |
| Special-request envelopes, including Columbian..... | 207, 063 | 193, 135 | ..... | 13, 928 | 6. 73 |
| Postal cards..... | 87, 975 | 79, 756 | ..... | 8, 219 | 9. 34 |
| Letter-sheet envelopes..... | 819 | 252 | ..... | 67 | 21 |
| Registered-package envelopes..... | 51, 556 | 49, 638 | ..... | 1, 918 | 3. 72 |
| Tag envelopes..... | 11, 041 | 10, 057 | ..... | 984 | 8. 91 |
| Penalty envelopes..... | 38, 583 | 37, 290 | ..... | 1, 293 | 3. 35 |
| Newspaper and periodical receipt books..... | 3, 999 | 2, 883 | ..... | 1, 116 | 27. 91 |
| Total..... | 736, 466 | 697, 672 | 383 | 39, 177 | 5. 27 |

PARCELS.

The number of parcels in which the foregoing supplies were packed and mailed to postmasters during the year, as compared with those of the next preceding year, is given in the following statement:

| Articles. | Number of parcels sent. | | Discrepancies. | | |
|--|-------------------------|----------|----------------|-----------|-----------|
| | 1893. | 1894. | Increase. | Decrease. | Per cent. |
| Ordinary postage stamps, including Columbian..... | 209, 789 | 206, 236 | ..... | 3, 553 | 1. 69 |
| Postage-due stamps..... | 17, 637 | 18, 868 | 1, 231 | ..... | 6. 98 |
| Newspaper and periodical stamps..... | 11, 774 | 11, 800 | 26 | ..... | . 30 |
| Ordinary stamped envelopes, including Columbian..... | 149, 157 | 139, 102 | ..... | 10, 055 | 6. 74 |
| Special-request envelopes, including Columbian..... | 161, 073 | 152, 978 | ..... | 8, 095 | 5. 02 |
| Postal cards..... | 123, 278 | 122, 072 | ..... | 1, 206 | . 98 |
| Letter-sheet envelopes..... | 325 | 259 | ..... | 66 | 20. 30 |
| Registered-package envelopes..... | 53, 300 | 51, 086 | ..... | 2, 214 | 4. 19 |
| Tag envelopes..... | 11, 032 | 10, 176 | ..... | 856 | 7. 76 |
| Penalty envelopes..... | 58, 536 | 56, 504 | ..... | 2, 032 | 3. 47 |
| Newspaper and periodical receipt books..... | 3, 999 | 2, 883 | ..... | 1, 116 | 27. 91 |
| Total..... | 799, 900 | 771, 953 | 1, 266 | 29, 213 | 3. 49 |

REDEMPTIONS.

The redemption of spoiled stamped paper sent to the Department by postmasters under the rules during the year is represented by the following figures: Claims presented, 11,940; allowed, 10,856; rejected or suspended, 1,084.

The amount of values represented by the redemptions made was \$242,096.75. Decrease from last year of cases presented, 4,049; decrease in the amount of credits, \$102,669.90. Included in these amounts are \$365.51 worth of letter-sheet envelopes.

These redemptions are effected through credits given to the postmasters claiming them, thus reducing charges previously made in their accounts.

POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the fiscal year (not including matter circulated free within the county of publication) was 254,790,306 pounds, and the amount of postage collected \$2,547,903.06. This was a decrease in weight of 843,907 pounds, and postage collected of \$8,439.07, or 0.33 per cent, as compared with the preceding year. Estimating, as heretofore, that 15 per cent of all second-class matter mailed is sent free of postage within the respective counties of publication, the number of pounds of such matter may be placed at 44,962,995; adding this to the number of pounds on which postage was paid, as above, makes the total weight of second-class matter mailed 299,753,301 pounds, or nearly 150,000 tons.

The number of post-offices at which second-class matter was mailed is 8,651, and in number over the preceding year 143, or 1.68 per cent increase.

DISTRIBUTION OF POSTAL CARDS.

During the year the cards have gone to postmasters from the agency at the manufactory and from the several subagencies, as here shown:

| Kinds. | Main agency. | Cincinnati subagency. | St. Louis subagency. | Washington subagency | Total. |
|------------|--------------|-----------------------|----------------------|----------------------|-------------|
| A..... | 1,013,000 | 310,500 | 628,500 | 593,500 | 2,545,500 |
| B..... | 35,378,500 | 15,790,500 | 23,678,500 | 12,323,500 | 87,171,000 |
| C..... | 97,045,500 | 33,775,500 | 37,682,000 | 21,280,500 | 189,783,500 |
| D..... | 1,698,250 | 617,000 | 840,750 | 1,356,500 | 3,912,500 |
| E..... | 255,000 | 30,500 | 98,500 | 22,250 | 406,250 |
| F..... | | | 1,000 | 2,000 | 3,000 |
| G..... | 116,459,500 | 22,227,500 | 30,767,500 | 15,222,500 | 184,677,000 |
| Total..... | 251,249,750 | 72,751,500 | 93,606,750 | 50,800,750 | 468,408,750 |

The present contractor began producing cards of the G pattern and print at Castleton, N. Y., late in the year 1893. Their first issue was made from there to postmasters on January 2, 1894, the main agency for supplying them having been removed to that point from Birmingham, Conn., a few days earlier.

THE NEW POSTAL CARDS AND THOSE ABANDONED.

A card of new design, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches in dimensions, weighing 6 pounds $10\frac{1}{2}$ ounces per 1,000, was introduced with the new contract. The stamp bears the portrait of Thomas Jefferson (the same portrait that appeared on the 1885 brown card), three-quarters face to the left, with the word "Jefferson" beneath, and from which spring branches of laurel extending two-thirds the way up the sides of the vignette. To

the left, in three horizontal lines, are the words: "Postal card, one cent," "United States of America," in large letters, and "This side is for the address only." The cards are printed in black. They are supplied in sheets of 32 each, when 10,000 or more are desired in that form. The sheets are $22\frac{3}{4}$ inches wide by $28\frac{3}{4}$ inches perpendicular, i. e., four cards wide and eight high. The cards are designated "G," and will supplant the A, B, and C cards heretofore issued. The latter remaining at the Birmingham agency at the time of its discontinuance were distributed to the subagencies, and no more have since been manufactured.

COLUMBIAN POSTAGE STAMPS AND ENVELOPES.

The total number of these stamps printed from their first utterance to the date when their issue ceased—Order 295 $\frac{1}{2}$, of December 17, 1892, to Order No. 1, of April 12, 1894—was 2,014,233,100, and they were distributed, by denominations, to postmasters as follows:

| Denomination. | Number. | Denomination. | Number. |
|---------------|------------------|--|------------------|
| 1-cent..... | 449, 105, 550 | \$1..... | 55, 050 |
| 2-cent..... | 1, 464, 589, 750 | \$2..... | 45, 550 |
| 3-cent..... | 11, 501, 250 | \$3..... | 27, 650 |
| 4-cent..... | 19, 181, 550 | \$4..... | 26, 350 |
| 5-cent..... | 35, 248, 250 | \$5..... | 27, 350 |
| 6-cent..... | 4, 707, 550 | | |
| 8-cent..... | 10, 656, 550 | | |
| 10-cent..... | 16, 516, 950 | Delivered to Department as proof specimens..... | 2, 014, 216, 300 |
| 15-cent..... | 1, 576, 950 | | 16, 800 |
| 30-cent..... | 617, 250 | Total purchase..... | 2, 014, 233, 100 |
| 50-cent..... | 243, 750 | | |

The number of Columbian envelopes supplied to postmasters during the period of their issue, from March 1, 1893, to January 19, 1894,* since which none have been furnished, by denominations and sizes, is as follows:

| Denomination. | Size. | Ordinary. | Special request. |
|----------------|---|--------------|------------------|
| A 1-cent..... | $3\frac{1}{2}$ by $5\frac{1}{2}$ inches..... | 780, 950 | 374, 500 |
| A 2-cent..... | do..... | 6, 820, 225 | 1, 992, 500 |
| G 2-cent..... | $3\frac{1}{2}$ by $8\frac{1}{2}$ inches..... | 716, 150 | 542, 000 |
| G 5-cent..... | do..... | 97, 675 | 3, 500 |
| H 2-cent..... | $4\frac{1}{2}$ by $9\frac{1}{2}$ inches..... | 508, 600 | 322, 500 |
| H 5-cent..... | do..... | 81, 475 | 3, 500 |
| H 10-cent..... | do..... | 60, 600 | 3, 500 |
| I 2-cent..... | $4\frac{1}{2}$ by $10\frac{1}{2}$ inches..... | 435, 225 | 316, 500 |
| I 5-cent..... | do..... | 84, 475 | 1, 500 |
| I 10-cent..... | do..... | 70, 250 | 500 |
| N 1-cent..... | $4\frac{1}{2}$ by $5\frac{1}{2}$ inches..... | 470, 325 | 63, 500 |
| N 2-cent..... | do..... | 2, 414, 168 | 682, 000 |
| P 1-cent..... | $3\frac{1}{2}$ by $5\frac{1}{2}$ inches..... | 2, 131, 875 | 1, 356, 000 |
| P 2-cent..... | do..... | 13, 784, 250 | 12, 732, 750 |
| P 5-cent..... | do..... | 204, 325 | 18, 000 |
| Q 1-cent..... | $3\frac{1}{2}$ by $6\frac{1}{2}$ inches..... | 1, 718, 775 | 1, 724, 000 |
| Q 2-cent..... | do..... | 14, 308, 850 | 40, 950, 500 |
| Q 5-cent..... | do..... | 183, 900 | 36, 500 |
| Q 10-cent..... | do..... | 104, 550 | 4, 500 |
| R 1-cent..... | $4\frac{1}{2}$ by $5\frac{1}{2}$ inches..... | 259, 775 | 20, 000 |
| R 2-cent..... | do..... | 921, 525 | 215, 500 |
| R 5-cent..... | do..... | 108, 025 | 2, 500 |
| Total..... | | 46, 465, 968 | 61, 366, 250 |

*The issue of this series was practically ended on December 28 (order 300), 1893, but one order, i. e., that of January 19, having been made in 1894, which took up all the envelopes left in the contractor's hands when the arrangement under which they were supplied ended.

CHANGE IN COLOR OF SPECIAL-DELIVERY STAMP.

As the special-delivery stamp closely resembled the 1-cent and 4-cent Columbian stamps, giving rise to mistakes in the payment of postage and the treatment of mail matter, its color was changed from blue to orange, January 24, 1893, and so continued to January 5, 1894, when printing in blue was resumed. The *issue* of the orange-colored stamp was not discontinued until the 19th of May, 1894, when the stock on hand at the manufactory was exhausted.

In all there were 5,099,500 stamps of the orange color sent to postmasters.

NEW ARRANGEMENT FOR SUPPLIES OF POSTAGE STAMPS.

For easy reference to the subject, should occasion hereafter require it, I think it proper to give here a detailed account of the matters connected with the termination of the old contract with the American Bank Note Company for furnishing postage stamps, and the making of a new arrangement therefor with the Bureau of Engraving and Printing of the Treasury Department.

By advertisement, dated the 16th of October, 1893, published in a number of prominent newspapers for four weeks, the Department invited proposals up to the 15th of November, 1893, "from parties carrying on the business of steel-plate engraving and plate printing," or from those who had "had experience in conducting that business," for furnishing adhesive postage stamps of the several classes in use during the period of four years, beginning on the 1st of July, 1894, it having been formally arranged by the late Postmaster-General that the existing stamp contract with the American Bank Note Company should, by an extension of three months from the date fixed in it for its termination, and by the purchase of an extra supply of stamps sufficient for the wants of post-offices for three months thereafter, be carried up to June 30, 1894, the end of the fiscal year.

Under the call thus made three proposals were received, the amount of each, based upon the process of printing then in vogue and upon the number of stamps issued during the fiscal year 1893, being as follows:

| | |
|---|--------------|
| Hamilton Bank Note Company, of New York | \$179,294.40 |
| American Bank Note Company, of New York | 162,401.61 |
| Charles F. Steel, of Philadelphia | 146,454.93 |

As soon as these bids were made known, the American Bank Note Company, for various reasons, strenuously protested against an award of the contract to Mr. Steel, the lowest bidder, and he in a similar way entered a protest against the giving of the contract to the American Bank Note Company. Subsequently these protests were formally presented in writing, and oral and written arguments were thereafter made from time to time up to the 21st of February, 1894.

In the mean time, on the 20th of November, 1893, the Chief of the Bureau of Engraving and Printing of the Treasury Department, with the approval of the Secretary of the Treasury, claiming the right to compete for the work under a clause in the official specifications issued to bidders, submitted a formal estimate, amounting, upon the basis above stated, to \$139,487.74, and thereupon urged—his estimate being lower than any of the bids submitted—that the Bureau be awarded the contract.

For various reasons—the two prominent being the convenience of having the work done at Washington, where nearly all the other securities of the Government are printed, and the saving to be secured in the cost of manufacture—the claim of the Bureau of Engraving and Printing was recognized on the 21st of February, 1894, by Departmental Order No. 18 of that date, awarding it the work, and by a formal agreement, entered into June 9, 1894, between the Post-Office and Treasury Departments, prescribing rules for the transaction of all business relating to the matter. Copies of these papers will be found appended to this report, marked No. 18.

Under the agreement thus entered into, the Bureau of Engraving and Printing is now regularly engaged in manufacturing all the postage stamps needed by the Post-Office Department, and is daily issuing them for the use of postmasters throughout the country, the same as was formerly done when the contract with the American Bank Note Company was in force.

In entering upon the work under this new arrangement, a great many difficulties were necessarily encountered. A large number of printing machines had to be fitted up by the Bureau, perforating and gumming machines had to be secured, a considerable force of employes had to be trained to do the work promptly, large numbers of new plates for printing were needed, arrangements for storing and shipping the enormous number of stamps constantly required had to be made, to say nothing of many details entering into the intercourse between the two Departments in the transaction of their respective shares of this business. But I am happy to say that everything has been satisfactorily arranged, and the work is now proceeding without serious interruptions.

TRANSFER OF STAMPS FROM NEW YORK TO WASHINGTON.

Some weeks prior to the 1st of July, 1894, when the arrangement above described went into effect, it became necessary to transfer from the custody of the American Bank Note Company in New York to that of the Bureau of Engraving and Printing in this city the entire stock of stamps not required for issue up to the date mentioned, the object being to avoid any break in the continuity of supplies to postmasters, and to that end to furnish the Bureau with a working stock while its own preparations for manufacture were still in a more or less incomplete state.

Accordingly, under detailed directions given by this office, enough stamps to fill all orders up to the 1st of July were segregated from the general stock, and the remainder were shipped here by registered mail and placed in the vault of the Bureau.

The transfer was effected expeditiously, without loss and without expense (the stamps being transported as free mail matter), except the cost of cartage from the railroad station in this city to the Bureau of Engraving and Printing, amounting to not over \$50; so that on the 30th of June everything at New York was cleared up and the business of making and issuing stamps ended, and on the following day the work was going on here, with but little change of methods and with no material impediments.

The number of stamps of all kinds thus transferred amounted to nearly six hundred and forty-five million, of the face value of over \$17,000,000.

All the dies, rolls, and working plates of postage stamps, of present and past series, were transferred at the same time, and are now in the custody of the Bureau of Engraving and Printing.

ISSUES OF THE TRANSFERRED STOCK.

The stock of ordinary stamps of the manufacture of the American Bank Note Company thus transferred have been issued by the Bureau of Engraving and Printing, according to denominations, up to the following dates, since which issues have been made from the Bureau's own manufacture:

| | |
|-----------------------------|----------------|
| 1-cent..... | Oct. 10, 1894 |
| 2-cent..... | Oct. 5, 1894 |
| 3-cent..... | Sept. 24, 1894 |
| 4-cent..... | Sept. 11, 1894 |
| 5-cent..... | Sept. 28, 1894 |
| 6-cent..... | July 18, 1894 |
| 10-cent..... | Sept. 17, 1894 |
| 15-cent..... | Oct. 15, 1894 |
| 30-cent (discontinued)..... | Oct. 31, 1894 |
| 90-cent (discontinued)..... | Oct. 31, 1894 |

(A large quantity of 8-cent stamps of the manufacture of the American Bank Note Company is still on hand.)

Of the postage-due stamps, the transferred stock of the 1-cent denomination was exhausted August 14, 1894; the 2-cent, July 20, 1894; and the 10-cent, September 24, 1894.

Of the newspaper and periodical stamps, quite a large portion of the transferred stock has been exhausted, comprehending a number of denominations.

Before the end of the present calendar year it is expected that all the issues of stamps will be made from the Bureau prints.

CHANGE OF DESIGNS AND DENOMINATIONS OF ORDINARY POSTAGE STAMPS.

Soon after the arrangement with the Bureau of Engraving and Printing went into effect, it was decided to be best not to materially change the series of stamps in common use, but still to have the stamps made by the Bureau bear some mark enabling one to distinguish them from the prints of the American Bank Note Company. The device adopted for this purpose is a small triangular ornament, slightly indented on the sides and placed in each of the two upper corners of the stamps. All ordinary stamps made by the Bureau may be recognized by these marks.

At the same time it was decided to abandon the 30 and 90 cent denominations of the ordinary series, substituting for them denominations of 50 cents and \$1, and to add two other denominations—\$2 and \$5. These four stamps are of the same size and general design as the other stamps of the series. Their colors and medallions are as follows:

- 50-cent, head of Thomas Jefferson, same as the head on the old 30-cent stamp. Color, orange.
- \$1, head of Commodore O. H. Perry, same as the head on the old 90-cent stamp. Color, black.
- \$2, head of James Madison, after the portrait by Gilbert Stuart. Color, sapphire blue.
- \$5, head of John Marshall, after the portrait by Inman. Color, gray green.

With the above exceptions, the series of ordinary stamps remains the same as before.

Up to this date no stamps of the fifty-cent, one-dollar, two-dollar, or five-dollar denominations, above described, have been issued.

CHANGE OF POSTAGE-DUE STAMPS.

It was also decided, upon the suggestion of the Bureau of Engraving and Printing, to make a change in the designs of the postage-due stamps—the change consisting of a reduction in the size of the stamps and some immaterial changes in the general design. The denominations of the stamps are those of the old series, and the color was intended to be the same, but owing to some difference in the character of the engraved plates the former color has not been exactly preserved: the new color is somewhat deeper than the old, and some of the earlier issues of the stamps have even been printed a bright red.

The following is a description of the new stamps:

The shape of the whole engraving is oblong, the size being seven-eighths by very nearly three-fourths of an inch. In the center is the indication of denomination—large white Arabic numerals being used—surrounded by fine lathe-work forming an equilateral device with thin white edges, rounded corners, and curving sides—the four corners of the outline pointing to the top and bottom and the two sides of the stamp. Above this is a semicircular panel bearing in white capitals the words “postage due,” with a small cross at each end, and above this still, in the two upper corners, are the letters “U” and “S,” over which, and descending some distance on the two sides, is a line of ribbed ruling. At the bottom of the stamp, in a curved panel, are the words of denomination in white capitals, above which, coming from each of the lower corners, is a large original scroll ornament somewhat resembling a cornucopia.

CHANGE OF SPECIAL-DELIVERY STAMP.

The only changes made in the special-delivery stamp are the addition of an inconspicuous ornamental line near the bottom of the stamp, and the deepening of several of the border lines. The differences between the new and the old stamps are hardly observable, except upon close examination.

CHANGES IN THE NEWSPAPER AND PERIODICAL STAMPS.

A new series of newspaper and periodical stamps has also been decided on, differing in size materially from the old series, but maintaining their general characteristics. Several of the dies of stamps of this new series have been engraved, but none of the working plates. The colors are as yet undetermined, but the denominations will be as follows: 1, 2, 3, 5, 10, 25, and 50 cents, and \$2, \$5, \$10, \$20, \$50, and \$100.

Further description of the stamps can not now be given.

NEW CONTRACT FOR STAMPED ENVELOPES.

On the 28th of February, 1894, seven months prior to the expiration of the contract then in force, the Department began advertising for proposals for a new contract for furnishing stamped envelopes for four years, the object in calling so early for proposals being to allow the successful bidder ample opportunity to make the extensive preparations which the carrying out of so large a contract would naturally involve.

On the 28th of March, under the published advertisement, six bids were received, the names of the bidders and the amounts of the bids, based upon the quantity of envelopes issued for one year preceding, being as follows:

| | |
|--|----------------|
| P. P. Kellogg & Co., of Springfield, Mass | \$864, 823. 60 |
| Wolf Brothers, of Philadelphia, Pa | 863, 737. 60 |
| The White, Corbin & Co., of Rockville, Conn | 857, 439. 25 |
| Holyoke Envelope Company of Holyoke, Mass | 855, 610. 60 |
| Morgan Envelope Company and Plimpton Manufacturing Company, of Hartford, Conn | 808, 183. 10 |
| James Purcell, of Hudson, N. Y | 692, 620. 70 |

Mr. Purcell, the lowest of these bidders, not having any facilities at hand for doing the work required, and not being engaged in the envelope business, and his ability to carry out the contract not being absolutely certain, some delay in making the award occurred; but eventually a contract was entered into with him, which has been in force since the 1st of October last. Copy of the contract is hereto appended, numbered 19.

Under this contract the prices to be paid for envelopes are as follows, being on an average 24 per cent less than the prices for the same articles paid under the old contract:

| Post-office designations. | Description of envelopes and wrappers. | Quality. | Size. | Price per thousand. |
|---------------------------|---|----------|----------------|---------------------|
| | | | <i>Inches.</i> | |
| 1 | Note size | First | 2½ by 5½ | \$0. 93 |
| 2 | Full letter size | do | 3½ by 5½ | 1. 11 |
| 2 | Full letter size | Second | 3½ by 5½ | .89 |
| 2 | Full letter size | Third | 3½ by 5½ | .72 |
| 3 | Commercial size | First | 3½ by 5½ | 1. 22 |
| 3 | Commercial size | Second | 3½ by 5½ | .93 |
| 3 | Commercial size | Third | 3½ by 5½ | .79 |
| 4 | Trade size | First | 3½ by 5½ | 1. 30 |
| 5 | Extra letter size | do | 3½ by 6½ | 1. 30 |
| 5 | Extra letter size | Second | 3½ by 6½ | 1. 03 |
| 5 | Extra letter size | Third | 3½ by 6½ | .83 |
| 6 | Extra letter size (for inclosing circulars) | do | 3½ by 6½ | .80 |
| 7 | Official size | First | 3½ by 8½ | 1. 92 |
| 7 | Official size | Second | 3½ by 8½ | 1. 65 |
| 8 | Large official size | First | 4 by 9½ | 2. 21 |
| 9 | Extra large official size | do | 4 by 10½ | 2. 35 |
| 10 | Small baronial size | do | 4 by 4½ | 1. 15 |
| 11 | Large baronial size | do | 4 by 5½ | 1. 30 |
| 12 | Newspaper wrappers | do | 5 by 10½ | .53 |
| 13 | Legal size | First | 5 by 6½ | 1. 37 |
| 13 | Legal size | Second | 5 by 6½ | 1. 14 |
| 14 | Extra legal size | First | 5 by 6½ | 1. 32 |

Up to this time the Department has not ordered any envelopes from Mr. Purcell, supplies to postmasters being yet made out of a large quantity ordered of the old contractors before the termination of their contract; but he has entered into the necessary arrangements for supplies of envelope paper, has secured a large number of envelope and printing machines, and is, I think, able to fulfill the obligations of his contract.

Mr. Purcell's manufactory is at Holyoke, Mass., immediately connected with the premises of the Connecticut River Paper Company, which establishment, it is understood, is to furnish him with large quantities of the paper he is to use. In this manufactory quarters have been set apart for the accommodation of the stamped-envelope agency, which for convenience is still kept at Hartford, but which will be transferred as soon as issues from Holyoke begin.

NEW CONTRACT FOR REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

As usual, a new contract was made by the close of the last fiscal year for furnishing the Department with supplies of what are known as registered-package, tag, official, and dead-letter envelopes—these supplies, under the requirements of the law, being contracted for annually. The old contractors, the Morgan Envelope Company and the Plimpton Manufacturing Company, being the lowest bidders, were awarded the contract. The prices are not materially less than under the old arrangement.

Copy of the contract is hereto appended, marked No. 20.

LETTER-SHEET ENVELOPES.

Under the order of the Department of June 23, 1894, the issue of stamped letter sheet envelopes, which goes back to August 13, 1886, was discontinued at the end of the fiscal year, the reasons for the discontinuance being briefly given in the following extract from my last annual report:

From the fact that the issue of these articles has been generally decreasing since they were first introduced, that the ownership of the design is not in the Government, but in a private corporation, and thus a monopoly (not a profitable one, it is true) has been created, without any advantage to the postal service, it is somewhat questionable whether the issue and sale of these letter-sheet envelopes, with the imprinted stamp of the Government on them, ought to be continued.

The supplies of these letter-sheet envelopes that had, previous to the order of discontinuance, been sent to postmasters, were not withdrawn, nor have they since been, it being considered desirable to give the public some additional time for purchasing them, and likewise but fair to the contractor to sell as many of them as possible rather than to destroy them, which, under the terms of the contract, the Department was permitted to do.

The following circular, dated August 9, 1894, announcing the discontinuance of the sheets, and encouraging purchases before final withdrawal, has been published in the Postal Guide, and has otherwise been brought to the attention of postmasters and the public:

POST-OFFICE DEPARTMENT,
Washington, D. C., August 18, 1894.

Postmasters and the public are hereby informed that under an order of the Postmaster-General dated June 23, 1894, the manufacture of letter-sheet envelopes was discontinued on the 30th of that month. As soon as practicable directions will be given withdrawing them from sale; until then, postmasters will continue to sell to those who may wish to buy them.

The Department announced the introduction of these letter-sheets in a circular issued August 13, 1886, and the supply of them to postmasters was begun five days thereafter. Those first manufactured were not water-marked, but later this was remedied. The circular describes them as follows:

"On the upper right-hand corner is the stamp, consisting of an oblong tablet bearing a full-face portrait of Gen. U. S. Grant, in military dress, and inclosed in a circle of pearls. At the bottom of the oval surrounding the portrait are the words, 'United States Postage' in white capitals, and underneath, the words, 'Two Cents' in white letters, separated by the numeral '2' inclosed in a small shield. To the left of the stamp is the legend 'United States Letter-Sheet Envelope,' the words 'Letter-Sheet' being upon a shaded and ornamental background, to the left of which is the shield of the arms of the United States surmounted by a wreath of laurel. On the left of this shield is a blank request in small capitals in these words: 'If not called for in ten days, Postmaster will please return to.' The device is printed in dark green."

Those who use these letter-sheet envelopes or desire to preserve specimens thereof, should avail themselves of the opportunity yet left to purchase them. They can be had only at Presidential post-offices.

KERR CRAIGIE,
Third Assistant Postmaster-General.

The following statement shows the sales of letter-sheet envelopes by fiscal years since their introduction:

| | |
|----------------------|-------------|
| Year ending June 30— | |
| 1887 | 1, 172, 620 |
| 1888 | 1, 763, 091 |
| 1889 | 1, 220, 328 |
| 1890 | 1, 312, 882 |
| 1891 | 910, 194 |
| 1892 | 876, 990 |
| 1893 | 743, 113 |
| 1894 | 652, 874 |

SAVING TO THE GOVERNMENT BY THE NEW ARRANGEMENT FOR OBTAINING POSTAGE STAMPS.

The following statement shows the very considerable saving to the Government growing out of the new arrangement made for procuring supplies of postage stamps, as compared with the expense under the arrangement immediately preceding:

| | |
|--|------------|
| Cost of procuring stamps of all kinds—including Columbian stamps—under former arrangements with the American Bank Note Company, for the year ending June 30, 1894, calculated upon the basis of the regular four-year contract rates | \$197, 341 |
| Cost of procuring the same number of stamps under the new arrangement with the Bureau of Engraving and Printing | 132, 185 |

| | |
|---|----------|
| Saving for one year | 65, 156 |
| Making a fair allowance for increased issues, the saving for the remaining three years of the arrangement would average about \$70,000 a year, or for the whole | 210, 000 |

Total estimated saving for the four years of the new arrangement... 275, 156

If in this calculation the actual cost of the Columbian stamps issued were taken, which has not been done, the saving effected would be very much greater.

SAVING BY NEW CONTRACT FOR STAMPED ENVELOPES.

The large saving to be effected under the new stamped-envelope contract is as follows:

| | |
|---|------------|
| The cost of procuring stamped envelopes during the year ending June 30, 1894, was, in round numbers | \$902, 000 |
|---|------------|

| | |
|---|----------|
| Under the new contract the prices are about 24 per cent less than under the old; so that on the same number of envelopes the saving would be for one year | 216, 480 |
| Allowing for a reasonable increase of issues, the saving for the remaining three years would be at the rate of about \$230,000 a year, or altogether .. | 690, 000 |

Total saving during contract term..... 906, 480

SAVING UNDER CONTRACT FOR POSTAL CARDS.

The saving under the contract made for postal cards will be about what was stated in my report for the last fiscal year, namely:

| | |
|---|-----------|
| Saving for one year based on the issues and cost of the previous year | \$61, 630 |
| Saving on this basis for four years | 246, 520 |
| Allowing for increased issues, say | 15, 000 |
| Total estimated saving during the contract term | 261, 520 |

SAVING ON ALL THREE CONTRACTS.

| | |
|----------------------|-------------|
| For one year | \$343, 266 |
| For four years | 1, 443, 156 |

DIVISION OF CLASSIFICATION.

When I assumed charge of this office I found that the work incident to the classification of mail matter and the rates of postage—work that requires unremitting attention and extensive correspondence, besides the exercise of accuracy and sound judgment—had been devolved partly upon the chief clerk of the Bureau and partly upon the Stamp Division. In some respects this arrangement was quite unsatisfactory, and it led, so far at least as concerns the business relating to the admission of newspapers and periodicals into the mails as second-class matter, to delays and other embarrassments. Besides, the work was not, strictly speaking, properly connected with that of the Stamp Division, or, indeed, with that of the chief clerk. I accordingly thought it proper to have a separate division of the office created with a jurisdiction taking in all this class of business—a proposition to which you gave your formal assent in an order dated the 10th of February, 1894.

Since then the business has been brought more directly under my own control, and, not losing the advisory assistance of the chief clerk, it has been transacted much more satisfactorily, current cases have been handled with greater care and more promptness, and a steady gain has been made on such portions of the work as were in arrears.

The division is known as the "Classification Division," and it has now a force of five clerks.

WORK OF THE CLASSIFICATION DIVISION.

During the year favorable action was taken on 6,003 applications for the entry of newspapers and periodicals as second-class matter, of which 4,604 were new publications, while 1,399 were old ones seeking reentry. The applications that were denied amounted to 603.

These figures show an increase of 511 admissions, or 9½ per cent, over the business of the preceding year, and an increase in exclusions of 288, or 91 per cent. This large increase of exclusions is attributable, in a measure, to the closer scrutiny which it has been practicable to give to cases under the new arrangement. Much of this business involved extensive correspondence, the preparation of many briefs and other papers, and the keeping of indexes securing easy reference.

It may be of interest to state that the total number of publications admitted to the privileges of second-class matter since this work was placed under the Third Assistant Postmaster-General's Office, September 15, 1887, is 41,717, of which 27,480 were new cases, and 14,237 reentries.

In addition to the above-described business, a large number of cases involving classification of first, third, and fourth class matter, the imposition or collection of the proper rates of postage, and the giving of suitable instructions to postmasters and the public, were acted on and finally disposed of.

COLLECTION OF THIRD-CLASS POSTAGE ON PUBLICATIONS MAILED AS SECOND-CLASS MATTER.

By section 282 of the Postal Regulations postmasters are authorized, in any case where they doubt the admissibility of a publication to the second-class of mail matter, to give a conditional permit to the publisher to transmit it as such, on a deposit of third-class postage, pending the consideration of the case by the Department. If the publication is decided to belong to the second class, the deposit, less the amount of postage properly due, is refunded; if the decision is against the publication, the deposit is converted into stamps, which are canceled, and then sent to the Department for count, record, and final destruction.

The amount of postage collected in this manner during the year was \$13,858.76.

ADMISSION OF SECOND-CLASS MATTER UNDER THE ACT OF CONGRESS OF JULY 16, 1894.

Under the act of Congress of July 16, 1894, which modified the previous law relative to second-class matter so as to admit all publications issued from a "known place of publication at stated intervals and as frequently as four times a year by or under the auspices of a benevolent or fraternal society or order organized under the lodge system and having a bona fide membership of not less than 1,000 persons, or by a regularly incorporated institution of learning, or by or under the auspices of a trades union, and all publications of strictly professional, literary, historical, or scientific societies, including the bulletins issued by State boards of health," there has been and will be quite an addition to the work of the Division of Classification. Between August 14 and October 4 of the current year, 46 publications have been accepted under this act, whose aggregate annual circulation is about 6,400,000 copies, or an average for each of over 139,000. The estimated weight of this matter is nearly 640,000 pounds.

Many of these publications are purely advertising sheets or circulars, but as they conform to the conditions of the statute they can not be excluded. They are, moreover, increasing very rapidly, and in a short time will largely augment the volume of matter carried at the pound rate of postage.

DIVISION OF REGISTRATION.

The following statement shows briefly the amount of registry business transacted at all post-offices during the year:

| | |
|---|----------------|
| Domestic letters registered..... | 10, 203, 151 |
| Domestic parcels registered..... | 1, 309, 035 |
| Letters registered for foreign destinations | 864, 141 |
| Parcels registered for foreign destinations | 85, 111 |
| Total paid registrations..... | 12, 461, 438 |
| Pieces of free matter registered..... | 2, 589, 116 |
| Aggregate registrations, paid and free | 15, 050, 554 |
| The amount of registry fees collected was | \$996, 915. 04 |

From the above statement the following comparisons with the previous year's business are drawn:

| | Decrease. | Per cent. |
|--------------------------|--------------|-----------|
| Paid registrations | 340,956 | 2.6 |
| Free registrations | 169,900 | 0.1 |
| Total | 510,856 | 3.2 |
| Fees | \$153,875.12 | 13.3 |

The great reduction in fees, as above shown—so much out of proportion to the actual decrease of business—is due, of course, partly to this decrease, but largely to the fact that during the whole fiscal year of 1894 the business was done upon the basis of the 8-cent registry fee, while for six months of the preceding year the 10-cent fee was exacted.

The registry fee was reduced from 10 to 8 cents on the 1st of January, 1893. From that date to June 30 following, by reason of the reduction, the loss of revenue was \$129,449.24. For the fiscal year 1894 the loss, due to the same cause, was \$249,228.76. The total loss, therefore, from reduction of the fee has been \$378,678.

The loss of revenue being so great, and the reduction of fee not having apparently encouraged the registration of mail matter, I can not refrain from renewing the recommendation made in my last annual report, as follows:

It seems to me that as this reduction of the registry fee is certain to result in an increasing loss of revenue every year, as long as it lasts, beginning, as the foregoing figures indicate, with over a quarter of a million dollars the first year; that, as the reduction has really never been called for by any considerable number of people; and that, as the present fee is less than it costs the Government to register a letter, it would be but proper to restore the old fee. In this event, very few persons would be likely to complain, and the Government would be carrying on the registry system at about its actual cost. I accordingly make this recommendation.

LOSSES.

The Chief Post-office Inspector reports that during the year his office has received 5,926 complaints touching registered matter that originated in this country and was addressed to offices therein. Of this number, 4,269 were fully investigated, leaving 1,657 outstanding at the close of the year. Of the 4,269 cases investigated, it was found that there was no loss in 2,443 cases, leaving the ascertained losses at 1,826, which are classified as follows:

| | |
|---|-----|
| Losses chargeable to burning of post-offices and postal cars, wrecks of postal cars and steamboats, and minor unavoidable accidents | 627 |
| Losses chargeable to depredations of postal officials | 347 |
| Losses by postal employes from other causes than theft | 458 |
| Losses resulting from robbery by outside parties | 312 |
| Losses the responsibility for which could not be fixed | 82 |

Of the foregoing, recoveries were made and the value of the lost articles restored to the owners, as follows:

| | |
|---|-----|
| Through the office of Chief Post-Office Inspector | 456 |
| Through the Dead-Letter Office | 375 |
| From outside parties and direct to losers | 72 |
| Total | 903 |

Deducting these 903 from the 1,826 cases of ascertained loss leaves 923 cases of actual loss, or 1 in every 16,306 pieces registered. Assuming that the percentage of loss will be the same in the cases yet to be investigated, the number of actual losses will reach 1,281, or 1 in every 11,741 pieces registered.

REGISTERED POUCH, INNER SACK, AND BRASS LOCK EXCHANGES.

The exchange of registered mail in through registered pouches, inner-sacks, and brass-lock pouches continues as in the past. The following table shows the number of each class in present operation:

| | |
|--------------------------------------|-------|
| Registered pouch exchanges..... | 443 |
| Inner registered sack exchanges..... | 494 |
| Brass-lock pouch exchanges..... | 251 |
| Total..... | 1,188 |

SPECIAL IMPROVEMENTS IN LARGE POST-OFFICES.

Especial attention has been given by a representative of this office to registry facilities in the new Government post-offices, plans of which have been approved during the year.

The books and blanks for the tissue-receipt system of delivery of registered letters by carriers is now in course of preparation for one large post-office, and another has applied for the same improvement, which, after an inspection of the office, will probably be granted. The system has been fully described in former reports of this office.

The policy of careful inspection, by an officer attached to this office, of the registry business of post-offices at cities ranging in population from 10,000 to 100,000, has been commenced.

The reports show that many irregular practices have grown up at such offices, and the careful oral and written instructions connected with such inspections can not fail to be of benefit to the service. At offices of the rank mentioned, registry clerks have frequently varied duties assigned to them and long hours of service. The labor-saving methods placed in practical operation during inspection have an added value to clerks who from necessity have to attend to different branches of postal work. Thirty-nine post-offices during the year have been inspected and have received the benefits described.

SPECIAL REGISTRY BOOKS AND FORMS.

The allowance of exceptional books and forms to post-offices, according to special and equal conditions, has been continued, and as instructions are usually sent after inquiries have been satisfactorily answered, it has been found best to issue the special registry books and forms, together with the instructions, direct from this office.

The cheap form of manifold registration book and the manifold bill book for transfer of hand-registered pieces, have proved exceedingly popular and labor-saving. The last-named book has been improved during the year, and has five uses:

- (1) To save a transfer postal clerk the labor and time of making up a book when registered pieces pass through his hands.
- (2) To save similar work when an employé of a post-office transfers registered pieces hand-to-hand between the post-office and a postal car.
- (3) For postmasters at small way post-offices who regularly deliver their registered mail hand-to-hand to postal clerks.

(4) For postmasters at terminal offices where postal clerks on trunk lines need "lists" on account of the rapid transfer of registered pieces.

(5) To save postmasters at important terminal offices the labor of making an inward as well as outward transit book, all postal clerks arriving at such post-offices furnishing a manifold sheet or invoice of all registered pieces delivered.

Another use has been found for the extra manifold sheets left in the hands of postal clerks when receipting for registered matter by requiring the sheets to be filed with the division superintendents of the Railway Mail Service, thus enabling these superintendents to reply to many "tracers" without the delay and annoyance of obtaining answers from the postal clerks involved.

FOREIGN REGISTRY BUSINESS.

The new features of the year are the arrangements for registration of parcels-post packages between the United States and Newfoundland; provision for the exchange of specially addressed correspondence to China and Japan through Tacoma, Wash.; a new scheme for registry exchanges between New England and Canada; and a plan for more accurate description of registered pieces billed from San Francisco to China.

The sea post-offices on fourteen German and two American steamships have formerly delivered registered mail for all sections of the United States at the New York post-office, to be there distributed and rebilled, thus involving considerable delay.

It has been found possible without the use of cumbrous distribution schemes to make separations in the sea post-offices for eight cities, receiving on an average from each sea trip of each steamship between 20 and 250 registered pieces for each city delivery. These cities are: Boston, Mass.; Philadelphia, Pa.; Baltimore, Md.; Washington, D. C.; Cleveland, Ohio; Chicago, Ill.; St. Louis, Mo.; and San Francisco, Cal.

The sealed and labeled sacks, made up in the sea post-offices for such interior cities, are delivered at the New York post-office, and have the security, while in transit across the country, of an inclosure in domestic registered pouches, locked with tell-tale locks, which leave New York soon after the arrival of steamships, thus gaining time without lessening security. To carry out this plan full instructions were given to the postmasters at the eight above-mentioned cities, making them foreign registry exchange offices.

The system of dispatching registered matter in pouches locked with the international tell-tale lock, according to present rules governing such dispatches between the United States, Canada, Mexico, and Cuba, should, in my opinion, be extended to our registry exchanges with all the principal transatlantic countries.

RAILROAD DEPOT REGISTRY BRANCHES.

In the development of the registry system it has been found desirable at certain railway centers, where registered matter is massed, to establish depot registry branches of the city post-offices where located. The general plan has been to secure at a union railroad depot a room with grated windows, fitted up with counters, pigeon-holes, and a good safe, and then to assign from two to five post-office clerks to receive from postal clerks way registered packages, registered pouches and sacks, immediately redistribute and book all transit matter, saving

time in redispaching, and relieving postal clerks from the delay and labor of personally delivering registered matter at or taking it from the distant post-office.

Two of such depot registry branches have been established during the year, and the list for the country is now as follows: Pittsburg, Pa.; Harrisburg, Pa.; Cleveland, Ohio; Columbus, Ohio; Indianapolis, Ind.; Kansas City, Kans.; and Council Bluffs, Iowa.

LIMITED INDEMNITY FOR REGISTERED MATTER LOST IN THE MAILS.

This subject should, in my opinion, be fully presented for congressional action.

The postal administrations of all the principal foreign countries pay a limited indemnity for lost registered letters. The advantages which will be gained in this country from increased registrations, and more especially from the reduction of losses in the ordinary mails, are almost beyond question. I refer to the detailed arguments in favor of indemnity presented in my last annual report, and I republish as No. 16 of papers hereto attached the table showing the foreign countries which in their domestic service pay an indemnity.

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,680,900, an increase of 113,120 over the number for the year preceding. Of these letters and parcels 746 contained money; 11,940 contained postage stamps, stamped envelopes, and postal cards returned by postmasters for redemption or credit in their accounts.

The number of registered letters and parcels received was 16,830.

Of all letters received 21,983 were briefed, recorded in indexes, and filed after final action. The number of letters written, copied, indexed, and mailed was 27,107, exclusive of circular letters and printed forms of instructions.

TABLES AND OTHER ACCOMPANYING PAPERS.

I desire to call special attention to the following-described papers, hereto appended, which give interesting information, mostly in tabular form, connected with the operations of this office, more in detail than was practicable in the report proper:

No. 1.—Copy of letter of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1896.

No. 2.—Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1894, the expenditures made out of the same, and balance of unexpended appropriations.

No. 3.—Statement showing receipts by quarters for the fiscal year ending June 30, 1894, compared with fiscal year ending June 30, 1893, and June 30, 1892.

No. 4.—Statement showing expenditures by quarters for the fiscal year ending June 30, 1894, compared with fiscal year ending June 30, 1893, and June 30, 1892.

No. 5.—Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1894.

No. 6.—Statement showing issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by quarterly periods, for the fiscal year ending June 30, 1894.

No. 7.—Statement showing issues of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by denominations, for the fiscal year ending June 30, 1894.

No. 8.—Statement showing increase or decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards,

for the fiscal year ending June 30, 1894, as compared with the issue of the preceding year.

No. 9.—Statement showing value of postage stamps issued by fiscal years from their introduction, June 30, 1847, to June 30, 1894.

No. 10.—Statement by fiscal years of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1894, with proportion of special-request envelopes from the date of their first issue in May, 1865.

No. 11.—Statement by fiscal years of the number of postal cards issued to postmasters from the date of their first issue, May 1, 1873, to June 30, 1894.

No. 12.—Comparative statement of second-class matter mailed and postage collected thereon at post-offices of the first class during the past two years.

No. 13.—Statement showing number of registered letters and parcels mailed in each of the several States and Territories of the United States during the fiscal year ending June 30, 1894.

No. 14.—Statement showing the operations of the registry system at thirty of the large post-offices, as compared with the operations of the previous year.

No. 15.—Statement showing the number and value of registered letters and parcels sent during the year for the Post-Office and Treasury Departments.

No. 16.—List of countries which in their domestic service pay an indemnity for the loss of registered matter.

No. 17.—Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1894.

No. 18.—Order of the Postmaster-General, of February 21, 1894, awarding the work of furnishing postage stamps to the Bureau of Engraving and Printing, and formal arrangement connected therewith, entered into with the Secretary of the Treasury.

No. 19.—Copy of contract for furnishing stamped envelopes and newspaper wrappers during the four years beginning October 1, 1894.

No. 20.—Copy of contract for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1, 1894.

CONCLUSION.

In conclusion, I beg leave to repeat the commendation made in my last report of the officers and employes of this Bureau for their faithfulness and efficiency.

Yours, very respectfully,

KERR CRAIGE,

Third Assistant Postmaster-General.

Hon. WILSON S. BISSELL,
Postmaster-General.

No. 1.—*Estimates of appropriations for the service of the Third Assistant Postmaster-General's Office for the year ending June 30, 1896.*

POST-OFFICE DEPARTMENT, OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL, Washington, D. C., October 10, 1894.

SIR: I have the honor to submit the following estimates of the appropriations needed for the service of this office during the fiscal year ending June 30, 1896:

| | |
|--|-----------|
| 1. For manufacture of adhesive postage and special-delivery stamps.... | \$160,000 |
| 2. For pay of agent and assistants to distribute stamps, and expenses of agency | 12,000 |
| 3. For manufacture of stamped envelopes and newspaper wrappers | 830,000 |
| 4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, etc., and expenses of agency | 17,800 |
| 5. For manufacture of postal cards | 186,000 |
| 6. For pay of agent and assistants to distribute postal cards, and expenses of agency | 7,800 |
| 7. For registered package, tag, official, and dead-letter envelopes | 107,000 |
| 8. For ship, steamboat, and way letters | 1,500 |
| 9. For engraving, printing, and binding drafts and warrants | 2,000 |
| 10. For miscellaneous items | 500 |
| Total | 1,324,600 |

The calculations by which these estimates have been obtained are as follows:

POSTAGE STAMPS.

The numbers of postage stamps of the several classes issued during the year ending June 30, 1894, are as follows: Ordinary stamps, 1,632,550,250; Columbian stamps, 969,728,105; special-delivery stamps, 3,674,020; newspaper and periodical stamps, 4,212,027; postage-due stamps, 18,038,146; making in all, 2,628,202,548, which is 5.3 per cent less than the total issues of the previous year. This decrease was unquestionably due to business depression throughout the country, and is not likely to continue during the present or the coming year. On the contrary, the indications are that an increase should be expected; and this increase may reasonably be estimated at 10 per cent. On this basis the amount of appropriation required for the year ending June 30, 1896, at the prices agreed upon for the manufacture of postage stamps by the Postmaster-General and the Secretary of the Treasury—the stamps now being manufactured by the Bureau of Engraving and Printing—will be as follows:

| | |
|---|-----------------|
| Ordinary stamps, 3,148,756,000, at 5 cents a thousand..... | \$157, 437 |
| Special-delivery stamps, 4,446,000, at 11.4 cents a thousand | 507 |
| Newspaper and periodical stamps, 5,096,000, at 11.4 cents a thousand..... | 581 |
| Postage-due stamps, 21,826,000, at 6.5 cents a thousand..... | 1, 418 |
| Total..... | 159, 943 |

In round numbers the estimate may be made \$160,000. The current appropriation is \$163,000.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The number of stamped envelopes and newspaper wrappers and letter sheets issued during the year ending June 30, 1894, was 572,116,718, which is 64,918,472, or over 10 per cent, less than the number issued during the previous year. As in the case of postage stamps, it is likely that, instead of this falling off continuing, there will be a heavy increase during the present and the coming fiscal year. I fix the rate of this expected increase at 10 per cent.

The amount expended for these articles during the past year was \$902,073.21, but the expenditure will not continue at this rate, for in a short time the Department will begin to obtain supplies under a contract which went into effect on the 1st instant, and under which the prices of the various sizes and qualities of envelopes and wrappers to be furnished are reduced about 24 per cent. Based upon these reduced prices, and the assumed increase of 10 per cent in quantities, the estimate for the coming fiscal year would be as follows:

| | |
|---|----------------|
| Cost for year ending June 30, 1894..... | \$902, 073. 21 |
| Deduct 24 per cent on account of reduced prices under new contract... | 216, 497. 57 |

| | |
|---|--------------|
| Gives cost of same quantities under new contract..... | 685, 575. 64 |
| Add 10 per cent for increased issues for present fiscal year..... | 68, 557. 56 |

| | |
|---|--------------|
| Gives cost for year ending June 30, 1895..... | 754, 133. 20 |
| And again add 10 per cent for next year..... | 75, 413. 32 |

| | |
|--|--------------|
| This will give cost for year ending June 30, 1896..... | 829, 546. 52 |
|--|--------------|

The estimate may be put in even figures at \$830,000. The present appropriation is \$1,000,000.

The new contract above referred to runs until September 30, 1898.

POSTAL CARDS.

The total number of postal cards issued during the year ending June 30, 1894, was 468,499,750, which is nearly 12 per cent less than the previous year's issues. Assuming an increase of 10 per cent during the present and next fiscal years will give the following result:

| | |
|---|---------------|
| Number issued during year ending June 30, 1894..... | 468, 499, 750 |
| Add 10 per cent..... | 46, 849, 975 |

| | |
|---|---------------|
| Gives estimated issues for the year ending June 30, 1895..... | 515, 349, 725 |
| Add 10 per cent again | 51, 534, 972 |

| | |
|---|---------------|
| Gives issues for the year ending June 30, 1896..... | 566, 884, 697 |
| Cost of this number at 32.87 cents a thousand | \$186, 335 |
| In even figures, \$186,000. | |

The current appropriation is \$203,000.

The present contract for furnishing postal cards will expire September 30, 1897..

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The cost of these envelopes for year ending June 30, 1894, was..... \$88,690.89
Add 10 per cent for assumed increase during present year..... 8,869.08

Gives cost for year ending June 30, 1895..... 97,559.97
Add 10 per cent again..... 9,755.99

Gives cost for year ending June 30, 1896..... 107,315.96

The estimate in even figures may be made \$107,000. The current appropriation is \$110,000.

Contracts for these envelopes are made yearly. In a new contract prices may be reduced, but to what extent can not be foretold.

POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

The amounts estimated for the expenses of these agencies are what the present law appropriates, namely:

Postage-stamp agency \$12,000
Stamped-envelope agency 17,800
Postal-card agency..... 7,800

SHIP, STEAMBOAT, AND WAY LETTERS.

Under the law owners and masters of vessels not regularly engaged in the transportation of mails are entitled to compensation on their arrival in port for letters brought and delivered by them to post-offices for transmission to destination. In every case the amount thus paid the owner or master of a vessel is collected by the postmaster at the office of delivery in addition to the regular postage, which amount is therefore made good to the Government.

There has been a considerable fluctuation in the expenditure for this object, but it is believed that \$1,500 for the coming year will be sufficient to cover all contingencies. This is the amount of the appropriation for the present year.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

The amount asked is \$2,000, which is \$1,200 less than the present appropriation, and is thought to be sufficient.

MISCELLANEOUS.

The same amount is asked for this purpose as is provided by the current appropriation, namely, \$500.

DIFFERENCE BETWEEN FOREGOING ESTIMATES AND CURRENT APPROPRIATION.

The following statement shows the difference between the amount of the foregoing estimates and the amounts appropriated for like purposes for the present year:

Total appropriated for year ending June 30, 1895..... \$1,518,800
Total of above estimates..... 1,324,600
Difference 194,200

I have the honor to be, very respectfully, your obedient servant,

KERR CRAIG,

Third Assistant Postmaster-General.

Hon. WILSON S. BISSELL,
Postmaster-General.

THIRD ASSISTANT—APPROPRIATIONS AND EXPENDITURES. 489

No. 2.—Statement of appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1894.

| Items. | Appropriations. | Expenditures to September 30, 1894. | Balance unexpended |
|---|-----------------|-------------------------------------|--------------------|
| <i>Office of the Postmaster-General.</i> | | | |
| Advertising..... | \$23,000.00 | \$22,295.24 | \$704.76 |
| Miscellaneous items..... | 1,000.00 | 12.00 | 988.00 |
| <i>Office of the First Assistant Postmaster-General.</i> | | | |
| Compensation to postmasters..... | 15,600,000.00 | 15,899,709.98 | * 299,709.98 |
| Compensation to clerks in post-offices..... | 8,860,000.00 | 8,759,386.96 | 100,613.04 |
| Rent, light, and fuel for first and second class post-offices..... | 802,000.00 | 789,412.05 | 12,587.95 |
| Rent, light, and fuel for third-class post-offices..... | 630,000.00 | 573,265.44 | 56,734.56 |
| Free-delivery service..... | 11,254,200.00 | 11,239,251.37 | 15,648.63 |
| Stationery for post-offices..... | 57,000.00 | 32,488.88 | 24,511.12 |
| Wrapping twine..... | 90,000.00 | 81,603.40 | 8,396.60 |
| Wrapping paper..... | 60,000.00 | 50,039.00 | 7,961.00 |
| Letter balances, scales, and test weights..... | 18,000.00 | 6,830.35 | 11,169.65 |
| Post marking and rating stamps..... | 40,000.00 | 29,199.18 | 10,800.84 |
| Packing boxes, sawdust, etc..... | 1,500.00 | 1,026.43 | 473.57 |
| Printing facing slips, slide labels, etc..... | 10,000.00 | 7,326.15 | 2,673.85 |
| World's Fair branch post-office..... | 48,659.79 | 32,404.24 | 16,254.95 |
| Miscellaneous items including office furniture..... | 125,000.00 | 106,759.51 | 18,240.49 |
| <i>Office of the Second Assistant Postmaster-General.</i> | | | |
| Inland mail transportation, star..... | 5,945,000.00 | 5,846,855.65 | 98,144.35 |
| Inland mail transportation, railroad..... | 25,769,000.00 | 25,661,567.26 | 107,432.74 |
| Inland mail transportation, railroad special facilities..... | 196,614.22 | 151,540.71 | 45,073.51 |
| Inland mail transportation, railroad postal car..... | 2,941,000.00 | 2,921,957.18 | 19,042.82 |
| Inland mail transportation, steamboat..... | 450,000.00 | 416,679.26 | 33,320.74 |
| Mail-messenger service..... | 1,275,000.00 | 1,208,972.71 | 66,027.29 |
| Compensation to railway post-office clerks..... | 6,894,000.00 | 6,878,194.79 | 15,805.21 |
| Mail bags and mail-bag catchers..... | 260,000.00 | 233,854.82 | 26,145.18 |
| Mail locks and keys..... | 35,000.00 | 34,593.86 | 406.14 |
| Repair shop for mail bags, etc..... | 8,500.00 | 8,258.60 | 241.40 |
| Transportation of foreign mails..... | 1,600,000.00 | 1,250,154.47 | 349,845.53 |
| Balance due foreign countries..... | 110,000.00 | 81,143.81 | 28,856.19 |
| Miscellaneous items..... | 500.00 | 490.89 | 9.11 |
| <i>Office of the Third Assistant Postmaster-General.</i> | | | |
| Manufacture of postage stamps..... | 376,200.00 | 338,745.35 | 37,454.65 |
| Distribution of postage stamps..... | 12,000.00 | 9,094.75 | 2,905.25 |
| Manufacture of stamped envelopes, newspaper wrappers and letter sheets..... | 1,110,000.00 | 901,549.36 | 208,450.64 |
| Distribution of stamped envelopes..... | 17,800.00 | 17,422.10 | 377.84 |
| Manufacture of postal cards..... | 343,700.00 | 177,327.21 | 166,372.79 |
| Distribution of postal cards..... | 7,800.00 | 6,725.90 | 1,074.10 |
| Registered package, tag, official, and dead letter envelopes..... | 113,600.00 | 88,690.89 | 24,909.11 |
| Ship, steamboat, and way letters..... | 1,500.00 | 951.87 | 548.13 |
| Engraving, printing, and binding drafts and warrants..... | 3,200.00 | | 3,200.00 |
| Special delivery service..... | 261,209.70 | 261,209.70 | |
| Miscellaneous items..... | 500.00 | 83.00 | 417.00 |
| <i>Office of the Fourth Assistant Postmaster-General.</i> | | | |
| Mail deprecations and post-office inspectors..... | 235,000.00 | 197,339.19 | 37,660.81 |
| Total..... | 85,588,183.71 | 84,324,414.15 | 1,563,479.54 |

* \$299,709.98 excess of the expenditures over the amount appropriated for compensation to postmasters.

No. 3.—Statement of the gross postal receipts, by quarters, for the fiscal year ending June 30, 1894, compared with the fiscal years 1893 and 1892.

| | Revenue for the fiscal year 1894. | | | | |
|---|-----------------------------------|----------------|----------------|----------------|---------------|
| Items of postal revenue. | Quarter ending— | | | | Total. |
| | Sept. 30, 1893. | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | |
| Letter postage paid in money | \$42,955.33 | \$5,200.14 | \$31,629.03 | \$2,036.67 | \$81,827.17 |
| Box rents and branch offices | 614,824.39 | 618,078.17 | 622,301.01 | 627,975.45 | 2,483,179.02 |
| Fines and penalties | 4,262.23 | 5,484.15 | 7,192.71 | 2,346.33 | 19,285.42 |
| Postage stamps, stamped envelopes, newspaper wrappers, lettersheets, and postal cards | 15,969,421.79 | 18,199,729.33 | 18,826,702.46 | 17,203,298.24 | 70,199,151.82 |
| Dead letters | 0,227.78 | 5,739.32 | 1,969.83 | 3,928.81 | 17,865.74 |
| Revenue from money-order business | 232,497.92 | 283,797.17 | 242,600.68 | 201,445.40 | 960,341.26 |
| Revenue from unclaimed money orders more than one year old | 1,250,000.00 | ..... | ..... | 50,000.00 | 1,300,000.00 |
| Miscellaneous items | 4,040.33 | 5,154.92 | 5,369.69 | 4,257.67 | 18,823.51 |
| Total | 18,124,235.77 | 19,123,189.20 | 19,737,765.41 | 18,095,288.66 | 75,080,479.04 |

| Items of postal revenue. | Revenue for the fiscal year 1893. | | | Revenue for the fiscal year 1892. | | |
|--|-----------------------------------|--|--|-----------------------------------|--|--|
| | Total receipts for 1893. | Increase in receipts for 1894 over 1893. | Decrease in receipts for 1894 from 1893. | Total receipts for 1892. | Increase in receipts for 1894 over 1892. | Decrease in receipts for 1894 from 1892. |
| Letter postage paid in money | \$72,305.81 | \$9,521.36 | | \$131,323.46 | | \$49,496.29 |
| Box rents and branch offices | 2,492,336.60 | | \$9,157.58 | 2,447,704.66 | \$35,474.36 | |
| Fines and penalties | 22,347.08 | | 3,061.66 | 23,989.32 | | 4,703.90 |
| Postage stamps, stamped envelopes, newspaper wrappers, letter sheets, and postal cards | 72,359,213.59 | | 2,160,061.77 | 67,398,969.71 | 2,800,182.11 | |
| Dead letters | 12,537.57 | 5,328.17 | | 14,386.44 | 3,479.30 | |
| Revenue from money-order business | 914,065.39 | 46,275.87 | | 909,968.12 | 50,373.14 | |
| Revenue from unclaimed money orders more than one year old | | 1,300,000.00 | | | 1,300,000.00 | |
| Miscellaneous items | 24,127.12 | | 5,298.51 | 4,134.27 | 14,694.34 | |
| Total | 75,896,933.16 | 1,861,125.40 | 2,177,579.52 | 70,930,475.96 | 4,204,203.25 | 54,200.19 |
| | 75,080,479.04 | | 1,361,125.40 | | 54,200.19 | |
| | 816,454.12 | | 816,454.12 | | 4,150,003.06 | |

Comparison:

| | |
|--|--------------------------------|
| Postal receipts (including amount derived from money-order business) | \$75,080,479.04 |
| Decrease in receipts for 1894 as compared with 1893 | 816,454.12 or 1.0+ per cent |
| Increase in receipts for 1894 as compared with 1892 | 4,150,003.06 or 5.8+ per cent. |
| Postal receipts (excluding amount derived from money-order business) | 74,120,137.78 |
| Decrease in receipts for 1894 as compared with 1893 | 862,729.99 or 1.1+ per cent |
| Increase in receipts for 1894 as compared with 1892 | 4,099,629.92 or 5.8+ per cent. |
| Amount of revenue derived from money-order business | 960,341.26 |
| Increase for 1894 as compared with 1893 | 46,275.87 or 5.0+ per cent. |
| Increase for 1894 as compared with 1892 | 50,373.14 or 5.5+ per cent. |

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1894, compared with the fiscal years 1893 and 1892

| Items of expenditure. | Expenditures for the fiscal year 1894. | | | | |
|--|--|-----------------|-----------------|-----------------|--------------------|
| | Quarter ending— | | | | Total for the year |
| | Sept. 30 1893 | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | |
| <i>Office of the Postmaster-General.</i> | | | | | |
| Advertising..... | | | | | |
| Purchase of Confederate government postal records | | | | | |
| Miscellaneous items..... | \$4, 798. 00 | \$5, 601. 80 | \$0, 508. 06 | \$5, 268. 78 | \$22, 295. 24 |
| | | | | 12. 00 | 12. 00 |
| <i>Office of the First Assistant Postmaster-General.</i> | | | | | |
| Compensation to postmasters..... | 3, 862, 999. 29 | 3, 977, 114. 68 | 4, 105, 452. 51 | 3, 954, 143. 50 | 15, 899, 709. 98 |
| Compensation to clerks in post-offices..... | 2, 132, 942. 77 | 2, 174, 827. 07 | 2, 208, 610. 15 | 2, 243, 006. 05 | 8, 759, 386. 90 |
| Rent, light, and fuel for first and second class post-offices..... | 189, 031. 37 | 200, 392. 62 | 198, 457. 29 | 201, 530. 77 | 780, 412. 05 |
| Rent, light, and fuel for third-class post-offices..... | 132, 046. 52 | 144, 167. 75 | 146, 581. 88 | 149, 869. 20 | 573, 265. 44 |
| Rent, light, and fuel for post-offices..... | | | | | |
| Clerk hire, and rent, light, and fuel; special appropriation | | | | | |
| Free-delivery service..... | 2, 893, 071. 30 | 2, 801, 003. 97 | 2, 756, 987. 60 | 2, 787, 588. 50 | 11, 239, 251. 37 |
| Stationery for post-offices..... | 13, 959. 56 | 2, 110. 89 | 2, 401. 09 | 13, 957. 34 | 32, 488. 88 |
| Wrapping twine..... | 8, 987. 50 | 23, 610. 22 | 21, 570. 00 | 27, 435. 68 | 81, 003. 40 |
| Wrapping paper..... | 10, 530. 00 | 10, 530. 00 | 12, 105. 63 | 16, 873. 37 | 50, 039. 00 |
| Letter balances, scales, and test weights..... | 93. 00 | 2, 623. 60 | 1, 411. 75 | 2, 702. 00 | 6, 830. 35 |
| Postmarking and rating stamps..... | 6, 638. 09 | 8, 171. 58 | 4, 881. 25 | 9, 538. 24 | 29, 199. 16 |
| Canceled machines..... | | | | | |
| Packing boxes, sawdust, etc..... | 231. 83 | 354. 80 | 92. 30 | 347. 50 | 1, 026. 43 |
| Printing facing slips, slide labels, etc..... | 1, 297. 30 | 1, 818. 83 | 1, 833. 68 | 2, 976. 34 | 7, 326. 15 |
| World's Fair branch post-office..... | 19, 697. 06 | 12, 555. 26 | 151. 62 | 32, 404. 84 | 32, 404. 84 |
| Miscellaneous items, including office furniture..... | 20, 738. 39 | 27, 111. 48 | 27, 362. 93 | 31, 546. 71 | 106, 759. 51 |
| <i>Office of the Second Assistant Postmaster-General.</i> | | | | | |
| Inland mail transportation, star..... | 1, 461, 476. 83 | 1, 462, 041. 06 | 1, 444, 203. 01 | 1, 479, 033. 85 | 5, 846, 855. 65 |
| Inland mail transportation, railroad..... | 6, 378, 910. 55 | 6, 413, 881. 94 | 6, 418, 125. 74 | 6, 450, 049. 03 | 25, 661, 567. 26 |
| Inland mail transportation, railroad, special facilities..... | 39, 970. 87 | 36, 001. 26 | 35, 616. 34 | 39, 146. 24 | 151, 540. 71 |
| Inland mail transportation, railroad, postal car service..... | 730, 846. 02 | 729, 029. 35 | 730, 069. 82 | 731, 100. 00 | 2, 991, 057. 14 |
| Inland mail transportation, steamboat..... | 116, 273. 72 | 95, 084. 82 | 99, 217. 67 | 105, 503. 05 | 416, 679. 26 |
| Mail-messenger service..... | 301, 143. 98 | 302, 863. 21 | 303, 275. 75 | 301, 689. 77 | 1, 208, 972. 71 |
| Compensation to railway post-office clerks..... | 1, 690, 415. 22 | 1, 708, 903. 63 | 1, 723, 937. 73 | 1, 745, 018. 21 | 6, 878, 194. 79 |
| Mail bags and mail-bag catchers..... | 67, 574. 50 | 81, 284. 20 | 42, 954. 24 | 42, 061. 78 | 233, 854. 82 |
| Mail locks and keys..... | 10, 463. 17 | 6, 061. 93 | 10, 040. 87 | 2, 323. 31 | 34, 583. 80 |
| Repair shop for mail bags, etc..... | 1, 866. 03 | 2, 003. 30 | 1, 981. 90 | 2, 323. 31 | 8, 286. 00 |
| Transportation of foreign mails..... | 344, 306. 60 | 325, 247. 08 | 311, 276. 03 | 268, 244. 70 | 1, 250, 134. 47 |
| Balance due foreign countries..... | 13. 53 | 27, 749. 41 | 13, 476. 06 | 39, 904. 81 | 61, 143. 81 |
| Miscellaneous items..... | 115. 95 | 90. 60 | 178. 79 | 104. 55 | 490. 89 |

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1894, etc.—Continued.

| Items of expenditure. | Expenditures for the fiscal year 1894. | | | | | Total for the year. |
|---|--|----------------|----------------|----------------|---------------|---------------------|
| | Quarter ending— | | | | | |
| | Sept. 30, 1893. | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | | |
| <i>Office of the Third Assistant Postmaster-General.</i> | | | | | | |
| Manufacture of postage stamps..... | \$61,714.08 | \$150,477.30 | \$32,605.55 | \$83,948.42 | \$338,745.35 | |
| Distribution of postage stamps..... | 2,240.00 | 2,240.00 | 2,308.50 | 2,306.25 | 9,094.75 | |
| Manufacture of stamped envelopes..... | 209,568.72 | 237,611.98 | 232,724.87 | 221,042.78 | 901,548.36 | |
| Distribution of stamped envelopes..... | 4,355.00 | 4,355.00 | 4,355.00 | 4,357.10 | 17,422.10 | |
| Manufacture of postal cards..... | 68,248.25 | 36,261.69 | 35,826.23 | 36,091.04 | 177,327.21 | |
| Distribution of postal cards..... | 1,592.34 | 1,896.19 | 1,675.17 | 1,562.20 | 6,725.90 | |
| Registered package, tag, official, and dead letter envelopes..... | 21,347.67 | 21,953.68 | 25,071.37 | 20,318.19 | 88,690.89 | |
| Ship, steamboat and way letters..... | 335.30 | 238.79 | 176.11 | 200.67 | 951.87 | |
| Special delivery service..... | 65,761.43 | 67,120.32 | 62,114.35 | 66,213.60 | 261,209.70 | |
| Miscellaneous items..... | 5.00 | | | 78.00 | 83.00 | |
| <i>Office of the Fourth Assistant Postmaster-General.</i> | | | | | | |
| Mail depredations, post-office inspectors, etc..... | 43,359.40 | 46,624.55 | 50,669.50 | 56,685.74 | 197,339.19 | |
| Total..... | 20,928,684.12 | 21,152,931.73 | 21,077,426.94 | 21,165,371.36 | 84,324,414.15 | |

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1894, etc.—Continued.

| Items of expenditure. | Expenditures on account of previous fiscal years. | Expenditures for the fiscal year 1893. | | Expenditures for the fiscal year 1892. | |
|--|---|--|---|--|---|
| | | Total payments to June 30, 1894. | Comparison with 1894. Amount of increase. | Total payments to June 30, 1894. | Comparison with 1894. Amount of increase. |
| <i>Office of the Postmaster-General.</i> | | | | | |
| Advertising..... | \$1,815.07 | \$20,197.74 | \$2,097.50 | \$34,892.34 | \$12,597.10 |
| Purchase of Confederate Government postal records..... | | 2,500.00 | | | |
| Miscellaneous items..... | | 339.07 | | 444.56 | 432.56 |
| <i>Office of the First Assistant Postmaster-General.</i> | | | | | |
| Compensation to postmasters..... | 46,612.69 | 15,884,924.36 | 14,785.62 | 15,208,605.36 | \$601,104.62 |
| Compensation to clerks in post-offices..... | 5,666.16 | 8,341,875.88 | 417,511.08 | 7,925,050.04 | 834,336.92 |
| Rent, light, and fuel for first and second class post-offices..... | 8,320.90 | 745,992.90 | 43,419.15 | 701,927.36 | 87,484.69 |
| Rent, light, and fuel for third class post-offices..... | 8,801.83 | 543,928.73 | 29,336.71 | 516,883.96 | 56,381.48 |
| Rent, light, and fuel for post-offices..... | 4,174.14 | | | | |
| Clerk hire and rent, light, and fuel; special appropriation..... | 5,819.94 | | | | |
| Free-delivery service..... | 3,115.18 | 10,600,810.37 | 548,441.00 | 9,974,271.36 | 1,264,980.01 |
| Stationery for post-offices..... | | 56,026.49 | | 23,537.61 | 20,530.59 |
| Wrapping twine..... | | 108,952.00 | | 27,348.60 | 3,180.53 |
| Wrapping paper..... | | 47,549.94 | 2,489.06 | 55,315.88 | 5,276.88 |
| Letter balances, scales, and test weights..... | 4,180.00 | 12,267.43 | | 12,689.40 | 5,859.14 |
| Postmarking and rating stamps..... | 1,467.01 | 27,228.91 | 1,970.25 | 29,009.50 | 180.66 |
| Canceled machines..... | 13,127.41 | | | | |
| Packing boxes, sawdust, etc..... | | 1,200.67 | | 1,350.35 | 323.92 |
| Printing facing slips, slide labels, etc..... | 70.94 | 6,116.14 | 1,210.01 | 6,114.10 | 1,212.05 |
| World's Fair branch post-office..... | | 14,340.21 | 18,064.63 | | 32,404.84 |
| Miscellaneous items, including office furniture..... | 13,511.11 | 107,310.26 | | 550.75 | 13,024.57 |
| <i>Office of the Second Assistant Postmaster-General.</i> | | | | | |
| Inland mail transportation, star..... | 19,825.09 | 5,699,403.14 | 147,452.51 | 5,525,843.45 | 321,012.20 |
| Inland mail transportation, railroad..... | 354,952.11 | 24,340,953.60 | 1,330,613.66 | 22,480,105.36 | 3,181,461.90 |
| Inland mail transportation, railroad, special facilities..... | | 192,318.60 | | 193,018.22 | 41,477.51 |
| Inland mail transportation, railroad, special car service..... | 4.51 | 2,703,593.91 | 126,363.27 | 2,585,892.80 | 326,064.38 |
| Inland mail transportation, steamboat..... | 709.62 | 404,582.37 | 12,096.89 | 435,585.80 | 18,906.63 |
| Mail messenger service..... | 1,680.70 | 1,201,966.2 | 7,066.49 | 1,132,685.26 | 76,287.45 |
| Compensation to railway post-office clerks..... | 2,213.78 | 6,632,178.85 | 246,015.94 | 6,327,365.83 | 550,828.96 |
| Mail bags and mail-bag catchers..... | 25,613.75 | 259,966.80 | | 239,830.10 | 10,402.62 |
| Mail locks and keys..... | 752.31 | 34,661.60 | | 44,996.48 | 25,984.28 |
| Repair shop for mail bags, etc..... | | 6,476.81 | 1,781.26 | 6,499.04 | 1,759.56 |
| Transportation of foreign mails..... | 117,418.65 | 1,215,285.90 | 34,868.57 | 807,939.20 | 442,215.27 |
| Balance due foreign countries..... | 30,923.91 | 82,327.51 | 1,183.70 | 127,686.61 | 10,402.62 |
| Miscellaneous items..... | | 500.00 | 9.11 | 833.48 | 46,542.80 |
| | | | | | 342.59 |

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1894, etc.—Continued.

| Items of expenditure. | Expenditures for the fiscal year 1893. | | Expenditures for the fiscal year 1894. | |
|--|---|----------------------------------|--|---------------------------------|
| | Expenditures on account of previous fiscal years. | Total payments to June 30, 1894. | Amount of increase. | Amount of decrease. |
| | | Total payments to June 30, 1894. | Amount of increase. | Amount of decrease. |
| <i>Office of the Third Assistant Postmaster-General.</i> | | | | |
| Manufacture of postage stamps..... | | \$312, 110.93 | \$25, 634.42 | |
| Distribution of postage stamps..... | | 8, 820.00 | 274.75 | |
| Manufacture of stamped envelopes, newspaper wrappers, and letter sheets..... | \$523.85 | 983, 365.70 | | \$53, 816.34 |
| Distribution of stamped envelopes..... | | 17, 017.77 | 404.39 | |
| Manufacture of postal cards..... | | 258, 830.86 | 81, 603.05 | |
| Distribution of postal cards..... | | 7, 031.05 | 305.15 | |
| Registered-package tag, official and dead letter envelopes..... | | 95, 834.30 | 6, 643.41 | |
| Ship, steamboat, and way letters..... | | 910.74 | 41.13 | |
| Special-delivery service..... | 86.56 | 256, 676.79 | 4, 532.91 | |
| Miscellaneous items..... | | 222.80 | 139.80 | |
| <i>Office of the Fourth Assistant Postmaster-General.</i> | | | | |
| Mail depredations, post-office inspectors, etc..... | 6, 238.00 | 238, 715.97 | | |
| Total..... | 689, 097.47 | 81, 659, 183.41 | 3, 017, 411.70 | |
| | | | | 85, 702.91 |
| | | | | 339, 078.20 |
| Comparison of expenditures: | | | | |
| Increase over the fiscal year 1893..... | | | | \$2, 065, 260.74 |
| Increase over the fiscal year 1892..... | | | | 7, 046, 214.66 |
| Expenditures on account of transportation of domestic mails: | | | | |
| For the fiscal year 1892..... | | | | 32, 363, 130.08 |
| For the fiscal year 1893..... | | | | 34, 624, 817.84 |
| For the fiscal year 1894..... | | | | 36, 237, 572.77 |
| Increase over the fiscal year 1893..... | | | | 5.5 per cent or 1, 532, 754.93 |
| Increase over the fiscal year 1892..... | | | | 11.8 per cent or 3, 844, 441.70 |
| Comparison of receipts and expenditures for the fiscal year 1894: | | | | |
| Expenditures..... | | | | 84, 324, 414.15 |
| Revenue..... | | | | 75, 080, 470.04 |
| Excess of expenditures..... | | | | 9, 243, 935.11 |

No. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1894, compared with the previous fiscal year.

| | Net deposits. | Transfer account. | | Aggregate accumulation. |
|--|--------------------------------|-------------------|----------------|--------------------------------|
| | | To— | From— | |
| Treasurer United States, Washington, D. C. | \$8,664,034.29 2,426,700.61 | \$279,739.32 | \$8,025,000.00 | \$11,370,524.22 |
| Assistant treasurer United States: | | | | |
| Baltimore, Md. | 294,785.38 | 575,000.00 | 20,000.00 | 869,785.38 |
| Boston, Mass. | 3,237,571.21 | 200,000.00 | 990,000.00 | 3,437,571.21 |
| Chicago, Ill. | 5,725,109.45 | 2,600,000.00 | 400,000.00 | 8,325,109.45 |
| Cincinnati, Ohio. | 2,140,220.00 | 1,165,000.00 | 75,000.00 | 3,305,220.00 |
| New Orleans, La. | 779,192.99 | 355,000.00 | — | 1,134,192.99 |
| New York, N. Y. | 10,670,113.16 | 3,850,000.00 | 2,140,000.00 | 14,520,113.16 |
| Philadelphia, Pa. | 2,277,950.60 | 1,300,000.00 | 125,000.00 | 3,677,950.60 |
| San Francisco, Cal. | 1,123,300.61 | 215,000.00 | 50,000.00 | 1,338,300.61 |
| St. Louis, Mo. | 1,031,913.83 | 1,915,000.00 | — | 3,546,913.83 |
| Designated national banks | 27,428.74 | — | 29,739.32 | 27,428.74 |
| Total | 39,098,380.87 *8,664,034.29 | 12,454,739.32 | 12,454,739.32 | 51,553,120.19 12,454,739.32 |
| | 36,434,346.58 | | | 39,098,380.87 |

| | Comparison of receipts with those of the previous fiscal year. | | Amount of warrants issued for 1894 compared with the previous fiscal year. | | |
|--|--|----------------------------|--|------------------------------|--------------|
| | Increase. | Decrease. | Amount issued 1894. | Increase. | Decrease. |
| Treasurer United States, Washington, D. C. | \$202,680.40 | | \$2,771,495.06 | \$1,781,451.37 | |
| Assistant treasurer United States: | | | | | |
| Baltimore, Md. | | \$35,077.85 | 835,378.84 | 440,377.04 | |
| Boston, Mass. | | 243,662.90 | 2,500,184.81 | 541,170.39 | |
| Chicago, Ill. | | 512,558.22 | 8,013,678.12 | 141,144.12 | |
| Cincinnati, Ohio. | | 272,219.47 | 3,263,909.45 | 775,281.03 | |
| New Orleans, La. | 35,545.51 | | 1,149,410.79 | | \$52,008.79 |
| New York, N. Y. | | 59,090.66 | 12,265,388.13 | | 3,401,560.39 |
| Philadelphia, Pa. | | 487,169.73 | 3,595,928.73 | | 154,277.11 |
| San Francisco, Cal. | | 212,342.57 | 1,324,144.98 | 121,205.19 | |
| St. Louis, Mo. | | 467,845.13 | 3,591,614.98 | 935,816.24 | |
| Designated national banks | 2,537.65 | | | | |
| Counter entry | | | 18.96 | 18.96 | |
| Total | 210,763.56 | 2,290,566.53 240,763.56 | 39,331,152.25 | 4,736,464.34 3,607,852.29 | 3,607,852.29 |
| | | 2,049,802.97 | | 1,128,612.05 | |

| | Amount of warrants paid 1894. | Balance on hand June 30, 1894. | Amount of warrants outstanding June 30, 1894. | Balance subject to draft June 30, 1894. |
|--|-------------------------------|--------------------------------|---|---|
| Treasurer United States; Washington, D. C. | \$2,765,700.00 | \$69,626.82 | \$7,962.37 | \$61,664.45 |
| Assistant treasurer United States: | | | | |
| Baltimore, Md. | 855,508.32 | 52,451.48 | 1,057.94 | 51,393.54 |
| Boston, Mass. | 2,500,150.74 | 268,345.35 | 2,246.78 | 267,096.57 |
| Chicago, Ill. | 7,970,232.59 | 418,339.24 | 52,087.55 | 365,651.69 |
| Cincinnati, Ohio. | 3,263,742.84 | 103,495.34 | 3,163.34 | 100,332.00 |
| New Orleans, La. | 1,127,774.12 | 58,896.58 | 5,838.80 | 53,057.78 |
| New York, N. Y. | 12,297,854.03 | 728,457.24 | 4,209.12 | 724,248.12 |
| Philadelphia, Pa. | 3,586,243.60 | 176,449.41 | 1,438.44 | 175,015.97 |
| San Francisco, Cal. | 1,308,304.15 | 88,278.47 | 22,926.89 | 65,351.58 |
| St. Louis, Mo. | 3,590,916.97 | 119,077.81 | 11,189.36 | 107,888.45 |
| Designated national banks | | 3,404.25 | | 3,404.25 |
| Old accounts | | 37,277.06 | | 37,277.06 |
| Total | 39,270,427.96 | 2,185,097.05 112,715.59 | 112,715.59 | 2,072,381.46 |
| | | 2,072,381.46 | | |

* Grants from the General Treasury.

| | |
|--|----------------------|
| Receipts for the fiscal year 1893 (less grants from the general Treasury) | \$31,234,149.55 |
| Receipts for the fiscal year 1894 (less grants from the general Treasury and amount of revenue from unclaimed money orders more than one year old) | 29,184,348.58 |
| | <u>2,049,802.97</u> |
| Balance subject to draft June 30, 1893 | 2,305,152.94 |
| Receipts for the fiscal year 1894 | 39,096,380.87 |
| | <u>41,403,533.81</u> |
| Warrants issued on account of postal service for 1894 | 39,331,152.35 |
| | <u>2,072,381.46</u> |

NO. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and letter-sheet envelopes issued during the fiscal year ending June 30, 1894.*

ORDINARY POSTAGE STAMPS.

| Denomination. | Quarter ending— | | | | Total. |
|--------------------------------|-----------------|----------------|----------------|----------------|---------------|
| | Sept. 30, 1893. | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | |
| 1-cent | 78,059,300 | 71,907,600 | 116,841,900 | 138,586,300 | 405,395,100 |
| 2-cent | 275,632,700 | 200,240,200 | 275,930,000 | 403,934,600 | 1,155,737,500 |
| 3-cent | 1,221,900 | 2,096,500 | 4,719,900 | 3,774,200 | 11,812,500 |
| 4-cent | 2,161,900 | 1,871,450 | 5,598,000 | 4,574,650 | 14,206,000 |
| 5-cent | 3,948,140 | 3,434,380 | 9,857,500 | 9,582,440 | 26,822,520 |
| 6-cent | 402,400 | 303,400 | 959,800 | 1,043,800 | 2,709,400 |
| 8-cent | 1,013,750 | 781,200 | 1,609,000 | 1,727,450 | 5,131,400 |
| 10-cent | 1,722,600 | 1,719,670 | 3,137,300 | 3,050,150 | 9,629,720 |
| 11-cent | 118,740 | 79,380 | 231,200 | 368,440 | 797,760 |
| 30-cent | 81,190 | 13,830 | 49,450 | 148,610 | 293,080 |
| 90-cent | 530 | 660 | 5,050 | 9,030 | 15,270 |
| 10-cent special delivery | 1,020,610 | 862,990 | 806,560 | 983,860 | 3,674,020 |
| Total | 365,383,760 | 283,311,260 | 419,745,720 | 567,783,530 | 1,636,224,270 |
| Value | \$7,035,997 | \$5,388,968 | \$8,180,168 | \$10,952,090 | \$31,557,223 |

COLUMBIAN POSTAGE STAMPS.

| | | | | | |
|---------------|-------------|--------------|--|------------|--------------|
| 1-cent | 35,540,300 | 157,064,700 | | 9,943,250 | 202,548,250 |
| 2-cent | 151,971,500 | 571,917,200 | | 3,299,050 | 727,187,750 |
| 3-cent | 1,746,100 | 1,922,600 | | 273,450 | 3,942,150 |
| 4-cent | 1,581,700 | 2,768,650 | | 155,000 | 4,505,350 |
| 5-cent | 4,538,380 | 10,701,260 | | 1,250 | 15,240,890 |
| 6-cent | 504,300 | 1,101,050 | | 378,350 | 1,983,700 |
| 8-cent | 765,750 | 5,101,800 | | 6,950 | 5,874,500 |
| 10-cent | 1,862,690 | 5,683,370 | | 32,740 | 7,578,800 |
| 15-cent | 189,800 | 802,940 | | 30,210 | 502,950 |
| 30-cent | 43,990 | 116,440 | | 18,000 | 178,430 |
| 50-cent | 10,916 | 37,014 | | 44,084 | 92,044 |
| \$1 | 9,238 | 12,455 | | 580 | 22,273 |
| \$2 | 1,258 | 5,395 | | 22,421 | 29,074 |
| \$3 | 538 | 3,805 | | 9,369 | 13,712 |
| \$4 | 608 | 4,075 | | 8,931 | 13,614 |
| \$5 | 2,613 | 2,510 | | 9,465 | 14,618 |
| Total | 198,749,681 | 756,745,324 | | 14,233,100 | 969,728,105 |
| Value | \$4,088,180 | \$14,917,577 | | \$394,962 | \$19,400,719 |

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and letter-sheet envelopes issued during the fiscal year ending June 30, 1894—Continued.*

NEWSPAPER AND PERIODICAL STAMPS.

| Denomination. | Quarter ending— | | | | Total. |
|---------------|-----------------|----------------|----------------|----------------|-------------|
| | Sept. 30, 1893. | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | |
| 1-cent..... | 214,850 | 195,200 | 201,100 | 224,200 | 835,350 |
| 2-cent..... | 171,200 | 151,425 | 154,650 | 175,700 | 652,975 |
| 3-cent..... | 60,550 | 52,400 | 52,300 | 59,600 | 224,850 |
| 4-cent..... | 104,525 | 92,100 | 94,350 | 111,050 | 402,025 |
| 6-cent..... | 72,000 | 64,775 | 65,675 | 73,600 | 276,050 |
| 8-cent..... | 66,450 | 56,550 | 59,175 | 64,725 | 246,900 |
| 10-cent..... | 128,710 | 114,450 | 118,885 | 132,240 | 494,285 |
| 12-cent..... | 66,975 | 63,500 | 63,650 | 70,300 | 264,425 |
| 24-cent..... | 47,875 | 44,500 | 44,125 | 49,625 | 186,125 |
| 36-cent..... | 26,625 | 23,175 | 25,300 | 27,375 | 102,475 |
| 48-cent..... | 18,925 | 17,400 | 18,925 | 19,000 | 74,250 |
| 60-cent..... | 19,485 | 18,545 | 20,155 | 19,505 | 77,690 |
| 72-cent..... | 11,500 | 12,800 | 12,475 | 13,250 | 50,025 |
| 84-cent..... | 10,675 | 11,725 | 10,550 | 12,350 | 45,300 |
| 96-cent..... | 26,275 | 19,450 | 24,900 | 22,575 | 93,200 |
| \$1.92..... | 14,800 | 12,650 | 15,000 | 14,975 | 57,425 |
| \$3..... | 12,691 | 10,045 | 11,845 | 11,285 | 45,866 |
| \$6..... | 6,020 | 4,865 | 6,050 | 6,230 | 23,165 |
| \$9..... | 3,747 | 3,175 | 4,282 | 3,975 | 15,179 |
| \$12..... | 4,225 | 3,030 | 4,435 | 3,905 | 15,595 |
| \$24..... | 1,775 | 1,270 | 1,475 | 1,655 | 6,175 |
| \$36..... | 775 | 665 | 605 | 670 | 2,715 |
| \$48..... | 550 | 580 | 435 | 540 | 2,105 |
| \$60..... | 3,630 | 3,715 | 5,482 | 4,960 | 17,787 |
| Total..... | 1,094,833 | 977,990 | 1,015,824 | 1,123,380 | 4,212,027 |
| Value..... | \$628,187 | \$567,659 | \$720,644 | \$697,450 | \$2,613,920 |

POSTAGE-DUE STAMPS.

| | | | | | |
|--------------|-----------|-----------|-----------|-----------|------------|
| 1-cent..... | 1,866,200 | 2,286,300 | 2,068,000 | 2,221,400 | 8,441,900 |
| 2-cent..... | 1,391,750 | 1,889,900 | 1,646,750 | 2,203,300 | 7,131,700 |
| 3-cent..... | 69,000 | 18,800 | 125,500 | 29,600 | 242,900 |
| 5-cent..... | 167,840 | 121,380 | 180,460 | 134,100 | 603,780 |
| 10-cent..... | 366,330 | 394,940 | 485,920 | 361,280 | 1,608,470 |
| 20-cent..... | 1,180 | 2,880 | 1,160 | 1,070 | 6,290 |
| 50-cent..... | 300 | 1,132 | 574 | 1,100 | 3,106 |
| Total..... | 3,862,600 | 4,715,332 | 4,508,364 | 4,951,850 | 18,038,146 |
| Value..... | \$94,096 | \$108,218 | \$115,630 | \$110,872 | \$428,816 |

ORDINARY STAMPED ENVELOPES AND NEWSPAPER WRAPPERS—SERIES 1890.

| | | | | | |
|----------------------|--------------|----------------|----------------|----------------|----------------|
| 1-cent..... | 8,332,500 | 10,856,000 | 11,487,500 | 12,577,750 | 43,253,750 |
| 2-cent..... | 29,187,450 | 38,861,850 | 43,075,750 | 40,720,300 | 149,845,350 |
| 4-cent..... | 1,400 | 2,550 | 29,300 | 10,900 | 44,150 |
| 5-cent..... | 56,000 | 46,500 | 21,250 | 55,250 | 179,000 |
| 1-cent wrappers..... | 9,687,750 | 11,369,000 | 11,838,250 | 9,886,250 | 42,781,250 |
| 2-cent wrappers..... | 703,250 | 576,750 | 815,000 | 749,000 | 2,844,000 |
| Total..... | 47,968,350 | 59,712,650 | 67,267,050 | 63,999,450 | 238,947,500 |
| Value..... | \$858,898.45 | \$1,072,253.28 | \$1,225,938.77 | \$1,165,238.33 | \$4,322,328.83 |

SPECIAL-REQUEST STAMPED ENVELOPES—SERIES 1890.

| | | | | | |
|-------------|----------------|----------------|----------------|----------------|----------------|
| 1-cent..... | 2,186,500 | 2,780,250 | 3,854,000 | 3,303,000 | 12,123,750 |
| 2-cent..... | 52,855,500 | 62,765,000 | 77,256,750 | 74,240,750 | 267,118,000 |
| 4-cent..... | 21,000 | 18,000 | 22,250 | 41,000 | 102,250 |
| 5-cent..... | 20,000 | 24,500 | 26,000 | 31,500 | 102,000 |
| Total..... | 55,083,000 | 65,587,750 | 81,159,000 | 77,616,250 | 279,446,000 |
| Value..... | \$1,189,055.90 | \$1,414,099.75 | \$1,746,088.10 | \$1,674,624.75 | \$6,028,868.50 |

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and letter-sheet envelopes issued during the fiscal year ending June 30, 1894—Continued.*

ORDINARY STAMPED ENVELOPES—COLUMBIAN.

| Denomination. | Quarter ending— | | | | Total. |
|---------------|-----------------|----------------|----------------|----------------|----------------|
| | Sept. 30, 1893. | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | |
| 1-cent | 904, 500 | 871, 500 | 249, 700 | | 2, 025, 700 |
| 2-cent | 9, 328, 400 | 7, 207, 350 | 571, 543 | | 17, 105, 293 |
| 5-cent | 146, 500 | 43, 700 | 106, 375 | | 296, 575 |
| 10-cent | 35, 000 | 13, 800 | 28, 600 | | 77, 400 |
| Total | 10, 412, 400 | 8, 136, 350 | 956, 218 | | 19, 504, 963 |
| Value | \$227, 598. 75 | \$172, 924. 90 | \$24, 188. 27 | | \$424, 711. 92 |

SPECIAL-REQUEST STAMPED ENVELOPES—COLUMBIAN.

| | | | | | |
|---------------|----------------|----------------|--|--|----------------|
| 1-cent | 984, 500 | 974, 000 | | | 1, 958, 500 |
| 2-cent | 16, 712, 750 | 14, 874, 000 | | | 31, 586, 750 |
| 5-cent | 10, 500 | 16, 500 | | | 27, 000 |
| 10-cent | 3, 000 | 1, 500 | | | 4, 500 |
| Total | 17, 710, 750 | 15, 866, 000 | | | 33, 576, 750 |
| Value | \$382, 058. 40 | \$342, 305. 50 | | | \$725, 293. 93 |

LETTER-SHEET ENVELOPES.

| | | | | | |
|--------------|--------------|--------------|--------------|--------------|---------------|
| 2-cent | 135, 000 | 192, 000 | 150, 500 | 184, 000 | 641, 500 |
| Value | \$3, 105. 00 | \$1, 416. 00 | \$3, 461. 50 | \$3, 772. 00 | \$14, 754. 50 |

POSTAL CARDS.

| | | | | | |
|-----------------|---------------|---------------|---------------|---------------|---------------|
| A, 1-cent | 980, 500 | 906, 500 | 440, 500 | 218, 000 | 2, 545, 500 |
| B, 1-cent | 29, 240, 500 | 33, 184, 500 | 18, 447, 500 | 6, 298, 500 | 87, 171, 000 |
| C, 1-cent | 75, 915, 000 | 84, 242, 000 | 29, 628, 500 | | 189, 785, 500 |
| D, 2-cent | 1, 070, 500 | 726, 750 | 926, 500 | 1, 182, 750 | 3, 912, 500 |
| E, 2-cent | 82, 000 | 29, 500 | 204, 250 | 90, 500 | 406, 250 |
| F, 4-cent | 1, 000 | 250 | 500 | 1, 250 | 3, 000 |
| G, 1-cent | | | 70, 965, 000 | 113, 713, 000 | 184, 678, 000 |
| Total | 107, 295, 500 | 119, 089, 500 | 120, 610, 750 | 121, 504, 000 | 468, 499, 750 |
| Value | \$1, 084, 570 | \$1, 189, 465 | \$1, 217, 430 | \$1, 227, 810 | \$4, 728, 275 |

RECAPITULATION.

| Articles issued. | Number. | Value. |
|---|------------------|--------------------|
| Ordinary postage stamps, series 1890 | 1, 032, 550, 250 | \$31, 189, 821. 00 |
| Ordinary postage stamps, Columbian | 969, 728, 105 | 19, 400, 719. 00 |
| Special-delivery stamps | 3, 674, 020 | 367, 402. 00 |
| Newspaper and periodical stamps | 4, 212, 027 | 2, 613, 920. 00 |
| Postage-due stamps | 18, 038, 146 | 428, 816. 00 |
| Ordinary stamped envelopes, series 1890 | 193, 322, 250 | 3, 792, 011. 08 |
| Special request envelopes, series 1890 | 279, 446, 000 | 6, 023, 868. 50 |
| Ordinary stamped envelopes, Columbian | 19, 504, 968 | 424, 711. 92 |
| Special-request envelopes, Columbian | 33, 576, 750 | 725, 293. 90 |
| Newspaper wrappers | 45, 625, 250 | 530, 317. 75 |
| Letter-sheet envelopes | 641, 500 | 14, 754. 50 |
| Postal cards | 468, 499, 750 | 4, 728, 275. 00 |
| Aggregate | 3, 668, 819, 016 | 70, 239, 910. 65 |

No. 7.—Issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by denominations, for the fiscal year ending June 30, 1894.

| Denomination. | Ordinary 1890 series and Columbian special delivery and postage due stamps. | Stamped envelopes, 1890 series and Columbian newspaper wrappers and letter-sheet envelopes. | Postal cards, not including those shipped to subagencies. | Newspaper and periodical stamps. | Total. |
|-----------------|---|---|---|----------------------------------|-----------------|
| 1-cent | 616,385,250 | 102,142,950 | 404,178,000 | 835,350 | 1,183,541,550 |
| 2-cent | 1,890,056,950 | 469,140,893 | 4,318,750 | 652,975 | 2,364,169,568 |
| 3-cent | 15,997,550 | | | 224,850 | 16,222,400 |
| 4-cent | 18,711,350 | 146,400 | 3,000 | 402,025 | 19,262,775 |
| 5-cent | 42,677,100 | 604,575 | | | 43,271,795 |
| 6-cent | 4,693,100 | | | 276,050 | 4,969,150 |
| 8-cent | 11,005,900 | | | 246,900 | 11,252,800 |
| 10-cent | 22,491,010 | 81,900 | | 494,285 | 23,067,195 |
| 12-cent | | | | 264,425 | 264,425 |
| 15-cent | 1,300,710 | | | | 1,300,710 |
| 24-cent | | | | 186,125 | 186,125 |
| 30-cent | 477,800 | | | | 477,800 |
| 36-cent | | | | 102,475 | 102,475 |
| 48-cent | | | | 74,250 | 74,250 |
| 50-cent | 95,150 | | | | 95,150 |
| 60-cent | | | | 77,780 | 77,780 |
| 72-cent | | | | 50,025 | 50,025 |
| 84-cent | | | | 45,300 | 45,300 |
| 90-cent | 15,270 | | | | 15,270 |
| 96-cent | | | | 93,200 | 93,200 |
| \$1 | 22,273 | | | | 22,273 |
| \$1.92 | | | | 57,425 | 57,425 |
| \$2 | 29,074 | | | | 29,074 |
| \$3 | 13,712 | | | 45,866 | 59,578 |
| \$4 | 13,614 | | | | 13,614 |
| \$5 | 14,618 | | | | 14,618 |
| \$6 | | | | 23,165 | 23,165 |
| \$9 | | | | 15,179 | 15,179 |
| \$12 | | | | 15,595 | 15,595 |
| \$24 | | | | 6,175 | 6,175 |
| \$36 | | | | 2,715 | 2,715 |
| \$48 | | | | 2,105 | 2,105 |
| \$60 | | | | 17,787 | 17,787 |
| Aggregate | 2,623,990,521 | 572,116,718 | 468,499,750 | 4,212,027 | 3,668,819,016 |
| Value | \$51,386,758 | \$11,510,957.65 | \$4,728,275 | \$2,613,920 | \$70,239,910.65 |

No. 8.—Increase and decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards for the fiscal year ending June 30, 1894, as compared with the issue of the preceding year.

| Articles issued. | 1893. | | | 1894. | | | Increase. | | Per cent of increase. | |
|---|---------------|-----------------|--|---------------|-----------------|--|---------------|------------------|-----------------------|---------|
| | Number. | Amount. | | Number. | Amount. | | Number. | Amount. | Number. | Amount. |
| | | | | | | | | | | |
| Ordinary postage stamps, series 1890..... | 1,705,788,095 | \$32,527,151.00 | | 1,692,550,250 | \$31,189,821.00 | | * 73,237,845 | * \$1,337,330.00 | * 4.29 | * 4.11 |
| Ordinary postage stamps, Columbian..... | 1,044,504,985 | 21,076,393.00 | | 969,728,105 | 19,400,719.00 | | * 74,776,890 | * 1,675,676.00 | * 7.16 | * 7.95 |
| Special-delivery stamps..... | 3,529,070 | 352,807.00 | | 3,674,020 | 307,402.00 | | 145,050 | 14,595.00 | 4.14 | 4.14 |
| Newspaper and periodical stamps..... | 4,171,091 | 2,850,324.00 | | 4,212,027 | 2,613,920.00 | | 40,836 | * 236,404.00 | * .08 | * 8.29 |
| Postage-due stamps..... | 18,101,960 | 423,583.50 | | 18,038,146 | 428,816.00 | | * 63,814 | 5,232.50 | * .35 | 1.23 |
| Ordinary stamped envelopes, series 1890..... | 218,314,436 | 4,335,385.87 | | 193,322,250 | 3,792,011.08 | | * 53,900,686 | * 1,161,253.14 | * 10.23 | * 10.58 |
| Special-request stamped envelopes, series 1890..... | 308,354,500 | 6,641,746.85 | | 279,446,000 | 6,023,868.50 | | | | | |
| Ordinary stamped envelopes, Columbian..... | 26,961,000 | 588,651.80 | | 19,504,968 | 424,711.92 | | * 1,668,782 | * 39,705.28 | * 3.05 | * 3.34 |
| Special-request stamped envelopes, Columbian..... | 27,789,500 | 601,056.30 | | 33,576,750 | 725,293.90 | | * 9,234,750 | * 105,782.25 | * 16.83 | * 16.63 |
| Newspaper wrappers..... | 54,960,000 | 638,100.00 | | 45,525,250 | 530,317.75 | | * 114,254 | * 9,627.85 | * 15.12 | * 15.12 |
| Letter-sheet envelopes..... | 755,754 | 17,382.35 | | 641,500 | 14,754.50 | | * 62,005,850 | * 716,013.50 | * 11.09 | * 13.15 |
| Postal cards..... | 530,505,600 | 5,444,288.50 | | 468,499,750 | 4,728,275.00 | | | | | |
| Total of all issues..... | 3,943,635,001 | 75,494,875.17 | | 3,668,819,016 | 70,239,910.65 | | * 275,002,871 | * 5,274,792.02 | * 6.97 | * 6.99 |

| ORDINARY (BOTH 1890 SERIES AND COLUMBIAN) COMPARED WITH SPECIAL REQUEST OF BOTH SERIES. | | | | | | | | | |
|---|-------------|----------------|--|-------------|----------------|--|--------------|----------------|-----------------------|
| Articles issued. | Number. | Amount. | | Number. | Amount. | | Number. | Amount. | Per cent of decrease. |
| | | | | | | | | | |
| Ordinary stamped envelopes, series 1890..... | 218,314,436 | \$4,335,385.87 | | 193,322,250 | \$3,792,011.08 | | * 32,448,218 | * \$707,314.67 | * 13.28 |
| Ordinary stamped envelopes, Columbian..... | 26,961,000 | 588,651.80 | | 19,504,968 | 424,711.92 | | | | |
| Special-request stamped envelopes, series 1890..... | 308,354,500 | 6,641,746.85 | | 279,446,000 | 6,023,868.50 | | * 28,121,250 | * 498,643.75 | * 6.88 |
| Special-request stamped envelopes, Columbian..... | 27,789,500 | 601,056.30 | | 33,576,750 | 725,293.90 | | | | |

* Decrease.

No. 9.—*Value of postage stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1894.*

| Year. | Ordinary. | Official. | Newspapers and periodicals. | Postage-due. | Special-de- livery. | Total. |
|-----------|---------------|--------------|-----------------------------------|--------------|------------------------|---------------|
| 1847..... | \$274,710.00 | | | | | |
| 1848..... | | | | | | |
| 1849..... | | | | | | \$274,710.00 |
| 1850..... | | | | | | |
| 1851..... | | | | | | |
| 1852..... | 1,535,638.51 | | | | | 1,535,638.51 |
| 1853..... | 1,608,792.91 | | | | | 1,608,792.91 |
| 1854..... | 1,526,300.00 | | | | | 1,526,300.00 |
| 1855..... | 2,056,127.00 | | | | | 2,056,127.00 |
| 1856..... | 3,611,274.40 | | | | | 3,611,274.40 |
| 1857..... | 4,337,135.20 | | | | | 4,337,135.20 |
| 1858..... | 4,945,374.35 | | | | | 4,945,374.35 |
| 1859..... | 5,279,405.00 | | | | | 5,279,405.00 |
| 1860..... | 5,920,939.00 | | | | | 5,920,939.00 |
| 1861..... | 5,908,522.60 | | | | | 5,908,522.60 |
| 1862..... | 7,078,188.00 | | | | | 7,078,188.00 |
| 1863..... | 9,683,394.00 | | | | | 9,683,394.00 |
| 1864..... | 10,177,327.00 | | | | | 10,177,327.00 |
| 1865..... | 12,099,987.50 | | | | | 12,099,987.50 |
| 1866..... | 10,816,661.00 | | | | | 10,816,661.00 |
| 1867..... | 11,578,607.00 | | | | | 11,578,607.00 |
| 1868..... | 11,751,014.00 | | | | | 11,751,014.00 |
| 1869..... | 12,722,568.00 | | | | | 12,722,568.00 |
| 1870..... | 13,976,768.00 | | | | | 13,976,768.00 |
| 1871..... | 14,630,715.00 | | | | | 14,630,715.00 |
| 1872..... | 15,840,649.00 | | | | | 15,840,649.00 |
| 1873..... | 16,681,189.00 | \$494,974.70 | | | | 17,176,163.70 |
| 1874..... | 17,275,242.00 | 1,415,845.20 | | | | 18,691,087.20 |
| 1875..... | 18,271,479.00 | 834,970.25 | \$815,902.47 | | | 19,922,351.72 |
| 1876..... | 18,773,454.00 | 663,831.50 | 945,254.75 | | | 20,382,540.25 |
| 1877..... | 18,181,676.00 | 614,107.20 | 1,000,605.10 | | | 19,796,388.30 |
| 1878..... | 19,466,618.00 | 618,094.60 | 1,093,845.30 | | | 21,180,557.90 |
| 1879..... | 20,117,259.00 | 624,969.95 | 1,088,412.16 | \$365,957.00 | | 22,196,628.11 |
| 1880..... | 22,414,928.00 | 140,199.08 | 1,252,903.30 | 251,836.00 | | 24,059,866.38 |
| 1881..... | 24,040,627.00 | 107,777.32 | 1,398,674.00 | 254,393.00 | | 25,801,471.32 |
| 1882..... | 28,679,528.00 | 139,991.75 | 1,602,069.70 | 352,170.00 | | 30,773,759.45 |
| 1883..... | 30,307,179.00 | 125,839.20 | 1,752,564.50 | 404,915.90 | | 32,590,498.60 |
| 1884..... | 29,077,444.00 | 140,040.00 | 1,923,217.80 | 353,611.00 | | 31,494,312.80 |
| 1885..... | 28,429,628.00 | | 2,047,268.50 | 308,492.00 | | 30,785,388.50 |
| 1886..... | 31,172,364.00 | | 1,097,390.00 | 159,989.00 | \$359,956 | 32,799,699.00 |
| 1887..... | 33,774,156.00 | | 1,364,413.80 | 235,136.00 | 124,594 | 35,498,299.80 |
| 1888..... | 36,293,183.00 | | 1,588,425.00 | 283,954.00 | 133,179 | 38,298,741.00 |
| 1889..... | 37,996,027.00 | | 1,663,751.00 | 299,201.00 | 157,565 | 40,116,544.00 |
| 1890..... | 42,734,108.00 | | 1,711,464.00 | 324,712.00 | 212,089 | 44,982,373.00 |
| 1891..... | 46,239,050.00 | | 2,055,798.00 | 361,573.00 | 256,935 | 48,913,356.00 |
| 1892..... | 48,850,562.00 | | 2,209,516.00 | 425,970.00 | 311,722 | 51,797,770.00 |
| 1893..... | 53,603,546.00 | | 2,850,324.00 | 423,583.50 | 352,807 | 57,230,260.50 |
| 1894..... | 50,590,540.00 | | 2,613,920.00 | 428,816.00 | 367,402 | 54,000,678.00 |

No. 10.—Statement, by fiscal years, of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1894, with percentages of issues of special-request envelopes, from the date of their first issue, May, 1865.

| Year ending June 30— | Ordinary envelopes, including wrappers. | Special-request envelopes. | Total. | Percentage of request envelopes. |
|----------------------|---|----------------------------|-------------|----------------------------------|
| 1853 | 5,000,000 | | 5,000,000 | |
| 1854 | 21,384,100 | | 21,384,100 | |
| 1855 | 23,451,725 | | 23,451,725 | |
| 1856 | 33,764,050 | | 33,764,050 | |
| 1857 | 33,033,400 | | 33,033,400 | |
| 1858 | 30,971,375 | | 30,971,375 | |
| 1859 | 30,280,300 | | 30,280,300 | |
| 1860 | 29,280,025 | | 29,280,025 | |
| 1861 | 26,027,300 | | 26,027,300 | |
| 1862 | 27,234,150 | | 27,234,150 | |
| 1863 | 25,548,750 | | 25,548,750 | |
| 1864 | 28,218,800 | | 28,218,800 | |
| 1865 | 25,456,175 | | 25,456,175 | |
| 1866 | 30,386,200 | 8,708,525 | 39,094,725 | 2.88 |
| 1867 | 46,421,400 | 16,665,250 | 63,086,650 | 26.42 |
| 1868 | 47,894,900 | 25,469,750 | 73,364,650 | 34.72 |
| 1869 | 49,851,000 | 31,824,100 | 81,675,100 | 38.97 |
| 1870 | 49,851,500 | 36,338,000 | 86,289,500 | 42.12 |
| 1871 | 56,563,625 | 48,111,650 | 104,675,275 | 45.97 |
| 1872 | 67,100,750 | 46,825,000 | 113,925,750 | 41.10 |
| 1873 | 78,971,350 | 52,201,250 | 131,172,600 | 39.89 |
| 1874 | 84,478,250 | 51,940,250 | 136,418,500 | 38.08 |
| 1875 | 95,135,400 | 54,631,000 | 149,766,400 | 36.48 |
| 1876 | 100,965,750 | 64,554,500 | 165,520,250 | 39.00 |
| 1877 | 106,276,950 | 64,374,500 | 170,651,450 | 37.72 |
| 1878 | 115,715,100 | 67,845,250 | 183,560,350 | 36.96 |
| 1879 | 110,503,700 | 67,058,250 | 177,561,950 | 37.77 |
| 1880 | 130,301,500 | 76,835,500 | 207,137,000 | 37.09 |
| 1881 | 142,043,050 | 85,024,000 | 227,067,050 | 37.44 |
| 1882 | 155,861,200 | 100,704,250 | 256,565,450 | 39.25 |
| 1883 | 158,688,200 | 100,578,250 | 259,266,450 | 38.79 |
| 1884 | 192,716,550 | 129,515,500 | 322,232,050 | 40.19 |
| 1885 | 185,954,650 | 136,796,750 | 322,751,400 | 42.38 |
| 1886 | 201,265,850 | 152,742,250 | 354,008,100 | 43.14 |
| 1887 | 210,507,300 | 171,104,000 | 381,611,300 | 44.84 |
| 1888 | 237,010,500 | 196,625,250 | 433,635,750 | 45.34 |
| 1889 | 231,078,050 | 220,786,250 | 451,864,300 | 48.86 |
| 1890 | 262,620,950 | 251,212,000 | 513,832,950 | 43.89 |
| 1891 | 274,482,750 | 281,743,500 | 556,226,250 | 50.05 |
| 1892 | 279,829,700 | 313,855,000 | 593,684,700 | 52.86 |
| 1893 | 300,135,436 | 336,144,000 | 636,279,436 | 52.83 |
| 1894 | 258,452,468 | 313,022,750 | 571,475,218 | 54.93 |

No. 11.—Statement, by fiscal years, of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1873, to June 30, 1894.

| Year. | 1-cent. | 2-cent. | 4-cent. | Total. |
|----------|-------------|------------|---------|-------------|
| June 30— | | | | |
| 1873 | 31,094,000 | | | 31,094,000 |
| 1874 | 91,079,000 | | | 91,079,000 |
| 1875 | 107,616,000 | | | 107,616,000 |
| 1876 | 150,815,000 | | | 150,815,000 |
| 1877 | 170,015,500 | | | 170,015,500 |
| 1878 | 200,630,000 | | | 200,630,000 |
| 1879 | 221,797,000 | | | 221,797,000 |
| 1880 | 269,754,000 | 2,796,500 | | 272,550,500 |
| 1881 | 308,412,500 | 124,000 | | 308,536,500 |
| 1882 | 351,394,500 | 103,500 | | 351,498,000 |
| 1883 | 379,424,500 | 92,250 | | 379,516,750 |
| 1884 | 362,789,500 | 87,250 | | 362,876,750 |
| 1885 | 339,336,500 | 80,000 | | 339,416,500 |
| 1886 | 355,499,000 | 149,000 | | 355,648,000 |
| 1887 | 356,778,000 | 161,250 | | 356,939,250 |
| 1888 | 381,671,500 | 126,000 | | 381,797,500 |
| 1889 | 386,672,500 | 136,000 | | 386,808,500 |
| 1890 | 429,341,600 | 173,750 | | 429,515,350 |
| 1891 | 423,817,000 | 399,750 | | 424,216,750 |
| 1892 | 511,122,000 | 311,500 | | 511,433,500 |
| 1893 | 516,971,850 | 13,339,000 | 194,750 | 530,505,600 |
| 1894 | 464,178,000 | 4,318,750 | 3,000 | 468,499,750 |

No. 12.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years.

| Post-offices. | Year ending June 30, 1893. | | Year ending June 30, 1894. | | Increase or decrease for 1894. | | | Per cent of total amount collected in the United States. |
|-------------------------------|----------------------------|--------------------|----------------------------|--------------------|--------------------------------|-------------|-----------|--|
| | Weight. | Postage collected. | Weight. | Postage collected. | Weight. | Postage. | Per cent. | |
| | <i>Pounds.</i> | | <i>Pounds.</i> | | <i>Pounds.</i> | | | |
| New York, N. Y. | 60,914,149 | \$609,141.49 | 55,730,541 | \$557,305.41 | 5,183,608 | \$51,836.08 | *8.51 | 21.87 |
| Chicago, Ill. | 34,077,601 | 340,776.01 | 38,903,528 | 389,035.26 | 4,825,925 | 48,259.25 | 14.16 | 15.27 |
| Boston, Mass. | 16,136,860 | 161,368.60 | 15,048,984 | 150,489.84 | 1,087,876 | 10,878.76 | *6.74 | 5.91 |
| Philadelphia, Pa. | 13,003,418 | 130,034.18 | 13,386,095 | 133,860.95 | 3,826,677 | 3,826.77 | 2.94 | 5.53 |
| St. Louis, Mo. | 12,515,182 | 125,151.82 | 14,773,468 | 147,734.68 | 2,258,286 | 22,582.86 | 18.04 | 5.80 |
| Cincinnati, Ohio. | 4,928,511 | 49,285.11 | 5,386,604 | 53,866.04 | 460,093 | 4,600.93 | 9.36 | 2.11 |
| Augusta, Me. | 4,695,178 | 46,951.78 | 4,825,148 | 48,251.48 | 129,970 | 1,299.70 | 2.77 | 1.89 |
| San Francisco, Cal. | 4,432,032 | 44,320.32 | 4,493,897 | 44,938.97 | 61,865 | 618.65 | 1.40 | 1.76 |
| Detroit, Mich. | 3,737,454 | 37,374.54 | 3,412,242 | 34,122.42 | 325,212 | 3,252.12 | *9.42 | 1.34 |
| Milwaukee, Wis. | 3,444,233 | 34,442.33 | 3,489,266 | 34,892.66 | 45,033 | 450.33 | 1.31 | 1.37 |
| Kansas City, Mo. | 3,385,611 | 33,856.11 | 3,408,649 | 34,086.49 | 23,038 | 230.38 | .68 | 1.31 |
| Minneapolis, Minn. | 3,212,419 | 32,124.19 | 3,465,229 | 34,652.29 | 252,810 | 2,528.10 | 7.87 | 1.36 |
| Washington, D. C. | 3,061,292 | 30,612.92 | 2,282,051 | 22,820.51 | 779,241 | 7,792.41 | *25.45 | .90 |
| Cleveland, Ohio. | 2,808,948 | 28,089.48 | 2,913,664 | 29,136.64 | 104,716 | 1,047.16 | 3.73 | 1.14 |
| Pittsburg, Pa. | 2,706,935 | 27,069.35 | 2,928,501 | 29,285.01 | 221,566 | 2,215.66 | 8.19 | 1.15 |
| Denver, Colo. | 2,701,623 | 27,016.23 | 2,230,858 | 22,308.58 | 470,765 | 4,707.65 | *17.43 | .88 |
| St. Paul, Minn. | 2,646,932 | 26,469.32 | 2,457,414 | 24,574.14 | 189,518 | 1,895.18 | *7.16 | .96 |
| Atlanta, Ga. | 2,271,866 | 22,718.66 | 2,144,978 | 21,449.78 | 126,888 | 1,268.88 | *5.59 | .84 |
| Louisville, Ky. | 2,028,165 | 20,281.65 | 2,001,631 | 20,016.31 | 26,534 | 265.34 | *1.31 | .79 |
| Springfield, Ohio. | 1,962,578 | 19,625.78 | 2,427,008 | 24,270.08 | 464,430 | 4,644.30 | 23.66 | .95 |
| Omaha, Neb. | 1,948,739 | 19,487.39 | 1,955,465 | 19,554.65 | 6,726 | 67.26 | .35 | .77 |
| Baltimore, Md. | 1,716,704 | 17,167.04 | 1,665,904 | 16,659.04 | 50,800 | 508.00 | *2.96 | .65 |
| Indianapolis, Ind. | 1,500,319 | 15,003.19 | 1,274,332 | 12,743.32 | 225,987 | 2,259.87 | *15.06 | .50 |
| New Orleans, La. | 1,471,857 | 14,718.57 | 1,482,312 | 14,833.12 | 11,455 | 114.55 | .78 | .68 |
| Nashville, Tenn. | 1,451,885 | 14,518.85 | 1,431,605 | 14,316.05 | 20,280 | 202.80 | *1.40 | .66 |
| Springfield, Mass. | 1,424,982 | 14,249.82 | 1,259,011 | 12,590.11 | 165,971 | 1,659.71 | *11.65 | .49 |
| Toledo, Ohio. | 1,259,771 | 12,597.71 | 1,335,516 | 13,355.16 | 75,745 | 757.45 | 6.01 | .52 |
| Elgin, Ill. | 1,203,392 | 12,033.92 | 1,328,334 | 13,283.34 | 124,942 | 1,249.42 | 10.39 | .52 |
| Des Moines, Iowa. | 1,070,482 | 10,704.82 | 1,055,718 | 10,557.18 | 14,764 | 147.64 | *1.38 | .41 |
| Utica, N. Y. | 1,054,765 | 10,547.65 | 960,132 | 9,601.32 | 94,633 | 946.33 | *8.97 | .38 |
| Buffalo, N. Y. | 1,013,161 | 10,131.61 | 1,045,122 | 10,451.22 | 31,961 | 319.61 | 3.15 | .41 |
| Albany, N. Y. | 967,720 | 9,677.20 | 767,893 | 7,673.93 | 200,327 | 2,003.27 | *20.70 | .30 |
| Memphis, Tenn. | 840,945 | 8,409.45 | 599,899 | 5,998.98 | 241,047 | 2,410.47 | *28.06 | .28 |
| Rochester, N. Y. | 807,122 | 8,071.22 | 712,632 | 7,126.32 | 94,490 | 944.90 | *11.71 | .24 |
| Dallas, Tex. | 774,914 | 7,749.14 | 873,608 | 8,736.08 | 98,694 | 986.94 | 12.74 | .34 |
| Richmond, Va. | 762,453 | 7,624.53 | 754,222 | 7,542.22 | 8,231 | 82.31 | *1.08 | .30 |
| Jersey City, N. J. | 714,901 | 7,149.01 | 334,466 | 3,344.66 | 380,435 | 3,804.35 | *53.22 | .13 |
| Columbus, Ohio. | 646,389 | 6,463.89 | 629,049 | 6,290.49 | 17,340 | 173.40 | *2.68 | .25 |
| Dayton, Ohio. | 610,066 | 6,100.66 | 622,412 | 6,224.12 | 12,346 | 123.46 | 2.02 | .24 |
| Topeka, Kans. | 593,515 | 5,935.15 | 568,264 | 5,682.64 | 25,251 | 252.51 | *4.25 | .22 |
| St. Joseph, Mo. | 569,862 | 5,698.62 | 531,974 | 5,319.74 | 37,888 | 378.88 | *6.65 | .21 |
| Salt Lake City, Utah. | 563,259 | 5,632.59 | 401,190 | 4,011.90 | 162,069 | 1,620.69 | *28.77 | .16 |
| Manchester, N. H. | 559,247 | 5,592.47 | 671,600 | 6,716.00 | 112,353 | 1,123.53 | 20.09 | .26 |
| Lincoln, Nebr. | 534,975 | 5,349.75 | 465,966 | 4,659.66 | 68,909 | 690.09 | *12.90 | .18 |
| Elmira, N. Y. | 510,532 | 5,105.32 | 640,270 | 6,402.70 | 129,738 | 1,297.38 | 25.41 | .25 |
| Grand Rapids, Mich. | 484,997 | 4,849.97 | 481,898 | 4,818.98 | 3,099 | 30.99 | *6.38 | .19 |
| Portland, Oreg. | 461,537 | 4,615.37 | 375,330 | 3,753.30 | 86,207 | 862.07 | *18.68 | .15 |
| Sioux City, Iowa. | 434,101 | 4,341.01 | 450,461 | 4,504.61 | 16,360 | 163.60 | 3.77 | .18 |
| Houston, Tex. | 430,306 | 4,303.06 | 398,779 | 3,987.79 | 31,527 | 315.27 | *7.33 | .16 |
| Harrisburg, Pa. | 400,980 | 4,009.80 | 330,040 | 3,300.40 | 70,940 | 709.40 | *17.69 | .13 |
| Hartford, Conn. | 392,569 | 3,925.69 | 362,733 | 3,627.33 | 29,836 | 298.36 | *7.60 | .14 |
| Syracuse, N. Y. | 363,079 | 3,630.79 | 360,686 | 3,606.86 | 2,393 | 23.93 | *6.59 | .14 |
| Portland, Me. | 342,679 | 3,426.79 | 331,643 | 3,316.43 | 11,036 | 110.36 | *3.22 | .13 |
| Providence, R. I. | 337,817 | 3,378.17 | 337,276 | 3,372.76 | 541 | 5.41 | *.16 | .13 |
| Seattle, Wash. | 316,084 | 3,160.84 | 285,586 | 2,855.86 | 30,498 | 304.98 | *9.65 | .11 |
| Williamsport, Pa. | 313,353 | 3,133.53 | 318,727 | 3,187.27 | 5,374 | 52.74 | 1.71 | .13 |
| Galveston, Tex. | 312,990 | 3,129.90 | 365,808 | 3,653.08 | 52,318 | 523.18 | 16.72 | .14 |
| Bangor, Me. | 285,652 | 2,856.52 | 315,454 | 3,154.54 | 29,802 | 298.02 | 10.43 | .12 |
| Little Rock, Ark. | 283,794 | 2,837.94 | 267,511 | 2,675.11 | 16,283 | 162.83 | *5.74 | .11 |
| Dubuque, Iowa. | 274,581 | 2,745.81 | 267,739 | 2,677.39 | 6,842 | 68.42 | *2.49 | .11 |
| Fort Worth, Tex. | 269,727 | 2,697.27 | 243,069 | 2,430.69 | 26,658 | 266.58 | *9.88 | .10 |
| Brooklyn, N. Y. | 267,949 | 2,679.49 | 228,703 | 2,287.03 | 39,246 | 392.46 | *14.65 | .09 |
| Chattanooga, Tenn. | 264,308 | 2,643.08 | 221,801 | 2,218.01 | 42,507 | 425.07 | *16.08 | .09 |
| Peoria, Ill. | 250,661 | 2,506.61 | 148,066 | 1,480.66 | 102,595 | 1,025.95 | *40.93 | .06 |
| Birmingham, Ala. | 247,040 | 2,470.40 | 153,150 | 1,531.50 | 93,890 | 938.90 | *38.01 | .06 |
| Lancaster, Pa. | 237,050 | 2,370.50 | 237,519 | 2,375.19 | 469 | 4.69 | .20 | .09 |
| Terre Haute, Ind. | 234,884 | 2,348.84 | 242,319 | 2,423.19 | 7,435 | 74.35 | 3.17 | .10 |
| Troy, N. Y. | 231,767 | 2,317.67 | 198,692 | 1,986.92 | 33,063 | 330.63 | *14.27 | .08 |
| Spokane, Wash. | 230,147 | 2,301.47 | 120,427 | 1,204.27 | 109,720 | 1,097.20 | *47.67 | .05 |
| Los Angeles, Cal. | 217,894 | 2,178.94 | 228,897 | 2,288.97 | 11,003 | 110.03 | 5.05 | .09 |

* Decrease.

No. 12.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.

| Post-offices. | Year ending June 30, 1893. | | Year ending June 30, 1894. | | Increase or decrease for 1894. | | | Per cent of total amount collected in the United States. |
|---------------------------|----------------------------|--------------------|----------------------------|--------------------|--------------------------------|----------|-----------|--|
| | Weight. | Postage collected. | Weight. | Postage collected. | Weight. | Postage. | Per cent. | |
| | <i>Pounds.</i> | | <i>Pounds.</i> | | <i>Pounds.</i> | | | |
| San Antonio, Tex. | 209,757 | \$2,097.57 | 223,299 | \$2,232.99 | 13,542 | \$135.42 | 6.46 | .09 |
| Quincy, Ill. | 207,168 | 2,071.68 | 257,519 | 2,575.19 | 50,351 | 503.51 | 24.30 | .10 |
| Lynn, Mass. | 207,009 | 2,070.09 | 121,492 | 1,214.92 | 85,517 | 855.17 | *41.31 | .05 |
| Montgomery, Ala. | 206,699 | 2,066.99 | 182,234 | 1,822.34 | 24,465 | 244.65 | *11.84 | .07 |
| Charleston, S. C. | 205,926 | 2,059.26 | 197,686 | 1,976.86 | 18,240 | 182.40 | *4.00 | .08 |
| Cedar Rapids, Iowa | 205,373 | 2,053.73 | 234,180 | 2,341.80 | 28,807 | 288.07 | 14.03 | .09 |
| Rockford, Ill. | 196,844 | 1,968.44 | 182,934 | 1,829.34 | 13,910 | 139.10 | *7.07 | .07 |
| Wheeling, W. Va. | 196,618 | 1,966.18 | 161,605 | 1,616.05 | 35,013 | 350.13 | *17.81 | .06 |
| Oakland, Cal. | 191,013 | 1,910.13 | 187,896 | 1,878.96 | 3,117 | 31.17 | *1.63 | .07 |
| Jacksonville, Fla. | 180,111 | 1,891.11 | 232,617 | 2,326.17 | 43,506 | 435.06 | *23.01 | .09 |
| Wichita, Kans. | 175,348 | 1,753.48 | 154,777 | 1,547.77 | 20,571 | 205.71 | *11.73 | .06 |
| New Haven, Conn. | 171,555 | 1,715.55 | 132,532 | 1,325.32 | 39,023 | 390.23 | *22.75 | .05 |
| Sacramento, Cal. | 171,368 | 1,713.68 | 137,463 | 1,374.63 | 33,905 | 339.05 | *19.78 | .05 |
| Savannah, Ga. | 169,701 | 1,697.01 | 178,734 | 1,787.34 | 9,033 | 90.33 | 5.32 | .07 |
| Concord, N. H. | 166,508 | 1,665.08 | 126,025 | 1,260.25 | 40,483 | 404.83 | *24.31 | .05 |
| Lexington, Ky. | 166,504 | 1,665.04 | 142,320 | 1,423.20 | 24,184 | 241.84 | *14.52 | .06 |
| Worcester, Mass. | 163,760 | 1,637.60 | 174,049 | 1,740.49 | 10,289 | 102.89 | 6.28 | .07 |
| Scranton, Pa. | 157,763 | 1,577.63 | 150,891 | 1,508.91 | 6,872 | 68.72 | *4.36 | .06 |
| Tacoma, Wash. | 154,169 | 1,541.69 | 112,084 | 1,120.84 | 42,085 | 420.85 | *27.30 | .04 |
| Helena, Mont. | 152,960 | 1,529.60 | 113,624 | 1,136.24 | 39,336 | 393.36 | *34.62 | .04 |
| Binghamton, N. Y. | 152,055 | 1,520.55 | 147,302 | 1,473.02 | 4,753 | 47.53 | *3.13 | .06 |
| Lowell, Mass. | 151,158 | 1,511.58 | 89,617 | 896.17 | 61,541 | 615.41 | *40.71 | .04 |
| Macon, Ga. | 150,404 | 1,504.04 | 148,018 | 1,480.18 | 2,386 | 23.86 | *1.50 | .06 |
| Burlington, Iowa | 145,876 | 1,458.76 | 155,719 | 1,557.19 | 9,843 | 98.43 | 6.75 | .06 |
| Racine, Wis. | 145,708 | 1,457.08 | 143,305 | 1,433.05 | 2,403 | 24.03 | *1.65 | .06 |
| Newark, N. J. | 135,423 | 1,354.23 | 164,973 | 1,649.73 | 29,550 | 295.50 | *21.82 | .06 |
| Reading, Pa. | 132,058 | 1,320.58 | 140,544 | 1,405.44 | 8,486 | 84.86 | 6.43 | .06 |
| Evansville, Ind. | 126,363 | 1,263.63 | 122,863 | 1,228.63 | 3,500 | 35.00 | *2.77 | .05 |
| Augusta, Ga. | 123,208 | 1,232.08 | 125,484 | 1,254.84 | 2,276 | 22.76 | 1.85 | .05 |
| Saginaw, East Side, Mich. | 122,266 | 1,222.66 | 144,745 | 1,447.45 | 22,479 | 224.79 | 18.39 | .06 |
| Akron, Ohio | 120,085 | 1,200.85 | 407,706 | 4,077.06 | 287,621 | 2,876.21 | 239.57 | .16 |
| Burlington, Vt. | 117,099 | 1,170.99 | 111,024 | 1,110.24 | 6,075 | 60.75 | *5.19 | .04 |
| Council Bluffs, Iowa | 112,251 | 1,122.51 | 100,871 | 1,008.71 | 11,380 | 113.80 | *10.14 | .04 |
| Duluth, Minn. | 110,809 | 1,108.09 | 106,458 | 1,064.58 | 4,351 | 43.51 | *3.93 | .05 |
| Knoxville, Tenn. | 110,508 | 1,105.08 | 119,626 | 1,196.26 | 9,118 | 91.18 | 8.25 | .04 |
| South Omaha, Nebr. | 110,181 | 1,101.81 | 144,866 | 1,448.66 | 34,685 | 346.85 | *31.48 | .06 |
| Madison, Wis. | 107,003 | 1,070.03 | 45,516 | 455.16 | 61,487 | 614.87 | *57.46 | .05 |
| Davenport, Iowa. | 102,407 | 1,024.07 | 116,190 | 1,161.90 | 13,783 | 137.83 | 13.46 | .02 |
| Austin, Tex. | 97,081 | 970.81 | 92,833 | 928.33 | 4,248 | 42.48 | *43.75 | .04 |
| Lansing, Mich. | 96,371 | 963.71 | 83,983 | 839.93 | 12,378 | 123.78 | *12.81 | .03 |
| Fort Wayne, Ind. | 91,494 | 914.94 | 97,673 | 976.73 | 6,179 | 61.79 | 6.75 | .04 |
| Allegheny, Pa. | 91,021 | 910.21 | 89,951 | 899.51 | 1,070 | 10.70 | *1.18 | .04 |
| Springfield, Ill. | 86,529 | 865.29 | 164,868 | 1,648.68 | 78,339 | 783.39 | 90.53 | .06 |
| Norfolk, Va. | 85,045 | 850.45 | 96,442 | 964.42 | 11,397 | 113.97 | 13.40 | .04 |
| Lynchburg, Va. | 82,711 | 827.11 | 74,241 | 742.41 | 8,470 | 84.70 | 10.24 | .03 |
| Butte City, Mont. | 81,098 | 810.98 | 70,406 | 704.06 | 10,692 | 106.92 | *13.18 | .03 |
| New Bedford, Mass. | 80,054 | 800.54 | 83,129 | 831.29 | 3,075 | 30.75 | 3.84 | .03 |
| Wilmington, Del. | 79,661 | 796.61 | 70,118 | 701.18 | 9,543 | 95.43 | *11.96 | .03 |
| Trenton, N. J. | 79,228 | 792.28 | 81,881 | 818.81 | 2,653 | 26.53 | 3.35 | .03 |
| La Crosse, Wis. | 76,633 | 766.33 | 69,398 | 693.98 | 7,235 | 72.35 | *9.44 | .03 |
| Canton, Ohio | 76,276 | 762.76 | 77,625 | 776.25 | 1,349 | 13.49 | 1.77 | .03 |
| San Jose, Cal. | 74,068 | 746.68 | 73,336 | 733.36 | 1,332 | 13.32 | 1.78 | .03 |
| Waterbury, Conn. | 71,477 | 714.77 | 71,294 | 712.94 | 183 | 1.83 | *.25 | .03 |
| Kansas City, Kans. | 70,572 | 705.72 | 66,050 | 660.56 | 4,516 | 45.16 | *6.40 | .03 |
| Decatur, Ill. | 70,504 | 705.04 | 72,629 | 726.29 | 2,125 | 21.25 | 3.01 | .03 |
| Kalamazoo, Mich. | 64,702 | 647.02 | 81,850 | 818.50 | 17,148 | 171.48 | 26.50 | .03 |
| Erie, Pa. | 63,571 | 635.71 | 70,337 | 703.37 | 6,766 | 67.66 | 9.62 | .03 |
| Pueblo, Colo. | 62,771 | 627.71 | 58,251 | 582.51 | 9,520 | 95.20 | *15.17 | .02 |
| Mobile, Ala. | 61,831 | 618.31 | 59,320 | 593.20 | 2,511 | 25.11 | *4.06 | .02 |
| Fall River, Mass. | 61,593 | 615.93 | 55,977 | 559.77 | 5,616 | 56.16 | *9.12 | .02 |
| Bridgeport, Conn. | 60,837 | 608.37 | 61,565 | 615.65 | 728 | 7.28 | 1.20 | .02 |
| South Bend, Ind. | 59,203 | 592.03 | 77,602 | 776.02 | 18,399 | 183.99 | 31.08 | .03 |
| Wilkesbarre, Pa. | 59,058 | 590.58 | 64,458 | 644.58 | 5,400 | 54.00 | 9.14 | .01 |
| Elkhart, Ind. | 58,057 | 580.57 | 49,480 | 494.80 | 8,577 | 85.77 | *14.77 | .02 |
| Jackson, Mich. | 56,720 | 567.20 | 47,575 | 475.75 | 9,145 | 91.45 | *16.12 | .02 |
| Camden, N. J. | 56,496 | 564.96 | 60,545 | 605.45 | 4,049 | 40.49 | 7.17 | .02 |
| Paterson, N. J. | 51,012 | 510.12 | 52,928 | 529.28 | 1,916 | 19.16 | 3.76 | .02 |
| Poughkeepsie, N. Y. | 41,500 | 415.00 | 50,711 | 507.11 | 9,211 | 92.11 | 22.20 | .02 |
| Newburg, N. Y. | 41,351 | 413.51 | 39,471 | 394.71 | 1,880 | 18.80 | *4.55 | .02 |
| Salem, Mass. | 40,101 | 401.01 | 29,551 | 295.51 | 10,550 | 105.50 | *26.31 | .01 |

* Decrease.

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.*

| Post-offices. | Year ending June 30, 1893. | | Year ending June 30, 1894. | | Increase or decrease for 1894. | | | Per cent of total amount collected in the United States. |
|------------------------------|----------------------------|--------------------|----------------------------|--------------------|--------------------------------|--------------|-----------|--|
| | Weight. | Postage collected. | Weight. | Postage collected. | Weight. | Postage. | Per cent. | |
| | <i>Pounds.</i> | | <i>Pounds.</i> | | <i>Pounds.</i> | | | |
| Meriden, Conn. | 29, 343 | \$293. 43 | 27, 456 | \$274. 56 | 1, 887 | \$18. 87 | * 6. 43 | . 01 |
| Holyoke, Mass. | 28, 907 | 289. 07 | 26, 664 | 266. 94 | 2, 213 | 22. 13 | * 7. 66 | . 01 |
| Geneva, N. Y. | 27, 536 | 275. 36 | 31, 482 | 314. 82 | 3, 946 | 39. 46 | 14. 33 | . 01 |
| Lawrence, Mass. | 26, 143 | 261. 43 | 35, 947 | 359. 47 | 9, 804 | 98. 04 | 37. 50 | . 01 |
| Haverhill, Mass. | 23, 664 | 236. 64 | 29, 784 | 297. 84 | 6, 120 | 61. 20 | 25. 86 | . 01 |
| Elizabeth, N. J. | 20, 602 | 206. 02 | 20, 013 | 200. 13 | 589 | 5. 89 | * 2. 86 | . 01 |
| Brockton, Mass. | 20, 251 | 202. 51 | 23, 256 | 232. 56 | 3, 005 | 30. 05 | 14. 84 | . 01 |
| Colorado Springs, Colo. | 19, 853 | 198. 53 | 27, 774 | 277. 74 | 7, 921 | 79. 21 | 39. 90 | . 01 |
| Yonkers, N. Y. | 12, 291 | 122. 91 | 19, 806 | 198. 96 | 7, 605 | 76. 05 | 61. 87 | . 01 |
| Mount Vernon, N. Y. | 10, 652 | 106. 52 | 14, 518 | 145. 18 | 3, 866 | 38. 66 | 36. 29 | . 01 |
| Total | 225, 515. 354 | 2, 255, 153. 54 | 224, 835, 065 | 2, 248, 350. 65 | 22, 173, 319 | 221, 733. 19 | *. 30 | 88. 56 |

* Decrease.

No. 13.—Number of registered letters and parcels transmitted through the mails from

| States. | Quarter ending September 30, 1893. | | | | |
|----------------------------|------------------------------------|----------|----------|----------|---------|
| | Domestic. | | Foreign. | | Free. |
| | Letters. | Parcels. | Letters. | Parcels. | |
| Alabama | 39,970 | 1,949 | 350 | 31 | 6,862 |
| Alaska | 531 | 98 | 39 | 4 | 71 |
| Arizona | 7,415 | 788 | 409 | 9 | 1,182 |
| Arkansas | 37,385 | 1,910 | 190 | 21 | 6,002 |
| California | 65,214 | 13,887 | 12,345 | 1,200 | 15,157 |
| Colorado | 81,897 | 3,090 | 2,869 | 89 | 5,110 |
| Connecticut | 39,687 | 5,956 | 5,067 | 289 | 86,585 |
| Delaware | 5,179 | 189 | 168 | ..... | 641 |
| District of Columbia | 13,325 | 1,953 | 742 | 82 | 77,819 |
| Florida | 30,357 | 2,318 | 720 | 65 | 7,180 |
| Georgia | 45,797 | 2,157 | 393 | 20 | 6,458 |
| Idaho | 12,868 | 1,631 | 349 | 6 | 1,918 |
| Illinois | 150,068 | 37,140 | 25,170 | 3,557 | 28,017 |
| Indiana | 66,803 | 4,423 | 1,143 | 133 | 14,590 |
| Indian Territory | 11,936 | 342 | 152 | ..... | 1,690 |
| Iowa | 40,671 | 6,254 | 1,738 | 38 | 16,771 |
| Kansas | 40,755 | 5,390 | 783 | 19 | 13,651 |
| Kentucky | 58,195 | 3,226 | 631 | 90 | 6,671 |
| Louisiana | 43,301 | 4,339 | 1,400 | 132 | 5,378 |
| Maine | 47,923 | 1,986 | 3,517 | 49 | 5,213 |
| Maryland | 39,273 | 1,967 | 1,607 | 179 | 4,882 |
| Massachusetts | 100,728 | 12,463 | 22,661 | 936 | 11,751 |
| Michigan | 61,715 | 6,253 | 5,920 | 126 | 14,252 |
| Minnesota | 41,003 | 6,145 | 4,426 | 199 | 7,882 |
| Mississippi | 29,000 | 1,805 | 153 | 9 | 5,666 |
| Missouri | 85,453 | 10,438 | 3,048 | 362 | 21,591 |
| Montana | 17,834 | 1,446 | 1,649 | 43 | 2,490 |
| Nebraska | 25,842 | 2,241 | 1,661 | 43 | 7,531 |
| Nevada | 4,065 | 408 | 294 | 12 | 768 |
| New Hampshire | 22,697 | 690 | 2,027 | 19 | 2,965 |
| New Jersey | 59,590 | 2,450 | 8,232 | 257 | 6,674 |
| New Mexico | 7,994 | 791 | 203 | 22 | 1,302 |
| New York | 305,055 | 52,272 | 66,677 | 9,182 | 83,256 |
| North Carolina | 38,362 | 1,804 | 65 | 21 | 6,118 |
| North Dakota | 12,349 | 502 | 873 | 10 | 2,573 |
| Ohio | 99,938 | 8,597 | 5,630 | 474 | 24,913 |
| Oklahoma | 8,261 | 303 | 44 | 8 | 1,030 |
| Oregon | 25,570 | 2,710 | 1,796 | 59 | 4,025 |
| Pennsylvania | 191,907 | 14,249 | 21,577 | 1,654 | 37,122 |
| Rhode Island | 14,494 | 2,052 | 3,022 | 209 | 1,869 |
| South Carolina | 20,336 | 936 | 117 | 6 | 3,085 |
| South Dakota | 14,811 | 852 | 652 | 27 | 4,060 |
| Tennessee | 44,693 | 2,187 | 356 | 18 | 4,781 |
| Texas | 59,839 | 4,943 | 2,962 | 202 | 15,105 |
| Utah | 12,196 | 1,129 | 508 | 24 | 1,487 |
| Vermont | 17,246 | 944 | 1,097 | 19 | 2,728 |
| Virginia | 60,366 | 3,615 | 515 | 43 | 6,755 |
| Washington | 28,594 | 2,473 | 1,885 | 145 | 4,777 |
| West Virginia | 44,280 | 940 | 230 | 12 | 4,230 |
| Wisconsin | 52,396 | 3,927 | 3,348 | 113 | 12,788 |
| Wyoming | 7,139 | 679 | 244 | 21 | 984 |
| Total | 2,342,312 | 251,797 | 221,163 | 20,283 | 615,906 |

THIRD ASSISTANT—REGISTRY STATISTICS.

507

each State and Territory in the United States during the fiscal year ending June 30, 1894.

| Quarter ending December 31, 1893. | | | | | Quarter ending March 31, 1894. | | | | |
|-----------------------------------|----------|----------|----------|---------|--------------------------------|----------|----------|----------|---------|
| Domestic. | | Foreign. | | Free. | Domestic. | | Foreign. | | Free. |
| Letters. | Parcels. | Letters. | Parcels. | | Letters. | Parcels. | Letters. | Parcels. | |
| 53,112 | 3,394 | 423 | 40 | 7,985 | 51,532 | 2,589 | 390 | 51 | 7,747 |
| 502 | 187 | 31 | 8 | 69 | 521 | 207 | 35 | 3 | 63 |
| 8,011 | 1,438 | 450 | 35 | 1,303 | 8,548 | 1,338 | 433 | 26 | 1,491 |
| 51,545 | 3,347 | 235 | 19 | 7,525 | 50,681 | 2,857 | 205 | 20 | 7,105 |
| 82,052 | 31,024 | 17,167 | 2,342 | 17,097 | 74,547 | 24,361 | 12,556 | 1,617 | 15,013 |
| 37,422 | 10,200 | 2,544 | 219 | 5,393 | 33,679 | 6,306 | 2,422 | 135 | 5,122 |
| 44,770 | 9,415 | 5,153 | 311 | 85,793 | 41,560 | 9,065 | 4,918 | 250 | 8,542 |
| 6,254 | 416 | 254 | ... | 750 | 5,580 | 208 | 173 | ... | 691 |
| 15,340 | 4,672 | 1,163 | 233 | 79,432 | 14,455 | 2,887 | 1071 | 317 | 97,060 |
| 35,211 | 5,120 | 984 | 80 | 7,893 | 38,580 | 3,830 | 963 | 73 | 7,872 |
| 62,006 | 4,115 | 591 | 45 | 9,061 | 60,983 | 3,360 | 484 | 24 | 8,585 |
| 16,488 | 2,173 | 449 | 25 | 2,260 | 14,413 | 1,815 | 357 | 28 | 1,938 |
| 168,790 | 63,375 | 25,031 | 3,408 | 31,165 | 136,004 | 43,778 | 18,205 | 2,060 | 28,975 |
| 78,690 | 7,766 | 1,447 | 204 | 16,508 | 78,596 | 5,574 | 1,223 | 153 | 15,426 |
| 15,573 | 472 | 149 | 1 | 2,088 | 15,246 | 463 | 146 | 1 | 1,788 |
| 70,129 | 9,306 | 2,626 | 123 | 19,731 | 67,392 | 7,150 | 2,221 | 70 | 18,481 |
| 50,066 | 7,005 | 1,111 | 56 | 15,070 | 48,217 | 6,105 | 1,057 | 62 | 14,280 |
| 72,254 | 8,584 | 750 | 202 | 9,325 | 69,278 | 8,141 | 626 | 117 | 7,623 |
| 59,531 | 6,493 | 2,604 | 222 | 6,482 | 58,320 | 5,111 | 2,812 | 206 | 6,172 |
| 51,822 | 3,056 | 2,838 | 85 | 5,237 | 48,345 | 1,990 | 2,452 | 77 | 4,956 |
| 43,798 | 3,350 | 1,969 | 222 | 4,963 | 52,496 | 2,381 | 1,831 | 209 | 5,128 |
| 104,820 | 19,049 | 24,850 | 1,357 | 11,384 | 102,973 | 13,730 | 19,276 | 1,130 | 11,705 |
| 71,118 | 12,275 | 5,854 | 115 | 14,826 | 69,458 | 10,377 | 5,454 | 267 | 11,515 |
| 50,901 | 10,133 | 5,169 | 370 | 9,031 | 48,342 | 6,770 | 4,352 | 299 | 8,547 |
| 40,973 | 2,898 | 213 | 3 | 6,624 | 44,812 | 2,438 | 172 | 26 | 6,496 |
| 100,017 | 21,311 | 3,625 | 505 | 22,870 | 105,084 | 14,416 | 3,262 | 578 | 25,061 |
| 70,738 | 3,311 | 2,044 | 75 | 2,619 | 18,980 | 1,931 | 1,633 | 80 | 2,476 |
| 31,358 | 5,256 | 1,967 | 151 | 8,125 | 31,304 | 2,854 | 1,620 | 118 | 7,833 |
| 4,389 | 829 | 290 | 8 | 791 | 4,013 | 498 | 276 | 5 | 725 |
| 21,403 | 1,325 | 2,267 | 44 | 2,983 | 22,088 | 683 | 1,861 | 63 | 2,701 |
| 54,372 | 4,375 | 8,569 | 326 | 7,204 | 50,710 | 3,022 | 7,591 | 199 | 6,431 |
| 8,862 | 1,509 | 263 | 21 | 1,362 | 8,868 | 1,003 | 250 | 28 | 1,365 |
| 322,581 | 84,240 | 72,785 | 9,727 | 98,102 | 306,212 | 63,707 | 64,017 | 9,226 | 100,690 |
| 47,429 | 2,988 | 127 | 4 | 6,412 | 49,481 | 2,339 | 93 | 21 | 6,177 |
| 17,796 | 1,068 | 1,432 | 67 | 3,159 | 13,997 | 653 | 1,005 | 44 | 2,620 |
| 113,580 | 15,333 | 6,046 | 567 | 25,872 | 119,413 | 13,867 | 5,177 | 456 | 23,416 |
| 14,306 | 727 | 70 | 2 | 1,457 | 14,187 | 510 | 68 | 12 | 1,377 |
| 30,505 | 5,380 | 2,151 | 87 | 4,184 | 27,418 | 3,109 | 1,652 | 36 | 2,762 |
| 214,434 | 21,877 | 22,421 | 1,871 | 38,730 | 211,755 | 15,638 | 19,098 | 1,770 | 41,448 |
| 14,376 | 3,187 | 3,034 | 290 | 1,337 | 14,175 | 2,920 | 2,485 | 205 | 1,271 |
| 31,467 | 1,652 | 1,777 | 8 | 3,091 | 28,579 | 1,280 | 179 | 7 | 3,477 |
| 20,134 | 1,872 | 846 | 40 | 4,570 | 17,776 | 1,071 | 759 | 21 | 4,127 |
| 50,306 | 4,024 | 417 | 80 | 4,579 | 52,402 | 2,610 | 813 | 35 | 5,641 |
| 83,018 | 9,498 | 3,353 | 261 | 17,512 | 83,389 | 6,114 | 2,966 | 236 | 16,162 |
| 13,078 | 2,247 | 746 | 68 | 1,481 | 12,957 | 1,315 | 531 | 65 | 1,453 |
| 17,566 | 1,701 | 1,128 | 39 | 2,686 | 17,791 | 1,180 | 1,086 | 39 | 2,754 |
| 65,593 | 6,215 | 591 | 111 | 6,811 | 67,644 | 5,478 | 496 | 66 | 6,169 |
| 22,131 | 8,210 | 2,450 | 244 | 5,105 | 31,753 | 2,816 | 1,968 | 115 | 4,871 |
| 48,808 | 1,738 | 235 | 23 | 4,348 | 47,678 | 1,053 | 250 | 17 | 4,189 |
| 63,951 | 7,387 | 4,113 | 194 | 12,541 | 63,966 | 8,422 | 3,570 | 151 | 11,871 |
| 8,709 | 1,565 | 812 | 23 | 921 | 7,734 | 908 | 254 | 13 | 950 |
| 2,745,385 | 444,528 | 245,914 | 24,631 | 656,448 | 2,671,622 | 327,243 | 206,293 | 20,812 | 699,789 |

No. 13.—Number of registered letters and parcels transmitted through the mails from each

| State. | Quarter ending June 30, 1894. | | | | | Total. | |
|----------------------------|-------------------------------|----------|----------|----------|----------|--------------|-------------|
| | Domestic. | | Foreign. | | Free. | Domestic. | |
| | Letters. | Parcels. | Letters. | Parcels. | | Letters. | Parcels. |
| Alabama | 54, 284 | 2, 576 | 236 | 31 | 7, 629 | 198, 898 | 10, 508 |
| Alaska | 563 | 177 | 40 | 4 | 1 77 | 2, 177 | 669 |
| Arizona | 8, 591 | 1, 180 | 433 | 33 | 1, 391 | 32, 565 | 4, 744 |
| Arkansas | 42, 618 | 2, 105 | 189 | 14 | 6, 263 | 188, 229 | 10, 219 |
| California | 70, 516 | 18, 884 | 12, 410 | 1, 563 | 14, 800 | 292, 929 | 88, 156 |
| Colorado | 31, 198 | 5, 388 | 2, 230 | 142 | 4, 722 | 134, 196 | 25, 584 |
| Connecticut | 38, 942 | 6, 346 | 4, 234 | 177 | 74, 897 | 164, 959 | 30, 782 |
| Delaware | 5, 380 | 240 | 192 | | 690 | 22, 393 | 1, 053 |
| District of Columbia | 14, 273 | 2, 500 | 1, 077 | 312 | 107, 391 | 57, 393 | 12, 012 |
| Florida | 36, 513 | 8, 332 | 900 | 55 | 6, 968 | 140, 061 | 14, 600 |
| Georgia | 55, 729 | 2, 822 | 327 | 28 | 7, 993 | 225, 385 | 12, 454 |
| Idaho | 13, 603 | 1, 541 | 348 | 76 | 1, 878 | 57, 372 | 7, 160 |
| Illinois | 143, 529 | 35, 655 | 15, 651 | 1, 674 | 28, 345 | 599, 291 | 179, 948 |
| Indiana | 72, 052 | 5, 593 | 1, 167 | 138 | 15, 594 | 296, 141 | 23, 356 |
| Indian Territory | 13, 039 | 417 | 131 | 3 | 1, 758 | 58, 794 | 1, 094 |
| Iowa | 60, 390 | 5, 620 | 2, 061 | 48 | 17, 150 | 238, 582 | 28, 336 |
| Kansas | 43, 361 | 4, 864 | 907 | 63 | 13, 299 | 182, 399 | 23, 364 |
| Kentucky | 61, 353 | 6, 766 | 586 | 88 | 7, 394 | 261, 080 | 26, 717 |
| Louisiana | 53, 440 | 4, 880 | 2, 443 | 217 | 5, 187 | 214, 592 | 20, 763 |
| Maine | 40, 256 | 1, 980 | 2, 496 | 61 | 5, 127 | 194, 346 | 9, 913 |
| Maryland | 38, 467 | 2, 257 | 1, 631 | 218 | 5, 244 | 174, 034 | 9, 955 |
| Massachusetts | 97, 349 | 11, 850 | 10, 471 | 785 | 11, 973 | 405, 870 | 57, 692 |
| Michigan | 65, 301 | 6, 448 | 4, 724 | 827 | 14, 296 | 267, 502 | 35, 353 |
| Minnesota | 41, 397 | 4, 849 | 3, 401 | 223 | 7, 933 | 181, 643 | 27, 906 |
| Mississippi | 34, 938 | 2, 086 | 190 | 11 | 5, 755 | 149, 732 | 9, 227 |
| Missouri | 88, 672 | 14, 977 | 2, 929 | 702 | 21, 779 | 381, 026 | 61, 142 |
| Montana | 16, 252 | 1, 703 | 1, 544 | 52 | 2, 321 | 73, 804 | 8, 391 |
| Nebraska | 26, 246 | 2, 291 | 1, 155 | 126 | 7, 397 | 114, 750 | 12, 642 |
| Nevada | 3, 029 | 431 | 250 | 6 | 773 | 16, 396 | 2, 106 |
| New Hampshire | 22, 086 | 646 | 1, 949 | 55 | 2, 823 | 88, 274 | 3, 344 |
| New Jersey | 52, 589 | 2, 907 | 6, 174 | 287 | 6, 664 | 217, 261 | 12, 754 |
| New Mexico | 7, 907 | 790 | 172 | 31 | 1, 350 | 33, 631 | 4, 093 |
| New York | 337, 828 | 62, 889 | 62, 218 | 9, 130 | 95, 481 | 1, 271, 678 | 263, 068 |
| North Carolina | 42, 456 | 2, 021 | 93 | 8 | 6, 043 | 177, 728 | 9, 152 |
| North Dakota | 10, 137 | 554 | 650 | 13 | 2, 435 | 54, 279 | 2, 777 |
| Ohio | 98, 220 | 10, 236 | 4, 708 | 366 | 25, 238 | 431, 151 | 48, 038 |
| Oklahoma | 13, 035 | 504 | 51 | 2 | 1, 491 | 49, 789 | 2, 044 |
| Oregon | 23, 233 | 2, 667 | 1, 493 | 35 | 3, 766 | 106, 786 | 13, 866 |
| Pennsylvania | 194, 907 | 14, 704 | 16, 854 | 1, 404 | 35, 253 | 813, 003 | 66, 468 |
| Rhode Island | 13, 317 | 2, 442 | 2, 460 | 179 | 1, 201 | 56, 362 | 10, 601 |
| South Carolina | 23, 659 | 1, 229 | 124 | 12 | 3, 334 | 104, 041 | 5, 097 |
| South Dakota | 13, 677 | 838 | 568 | 15 | 3, 786 | 66, 398 | 4, 633 |
| Tennessee | 42, 402 | 2, 091 | 300 | 41 | 5, 430 | 189, 893 | 11, 512 |
| Texas | 50, 151 | 5, 478 | 2, 578 | 250 | 14, 540 | 276, 997 | 26, 033 |
| Utah | 11, 918 | 1, 261 | 433 | 53 | 1, 324 | 50, 149 | 5, 852 |
| Vermont | 17, 267 | 945 | 1, 155 | 17 | 2, 609 | 69, 870 | 4, 770 |
| Virginia | 60, 217 | 4, 724 | 482 | 46 | 6, 688 | 253, 820 | 20, 032 |
| Washington | 26, 869 | 2, 476 | 1, 634 | 122 | 4, 395 | 119, 347 | 10, 975 |
| West Virginia | 42, 243 | 867 | 229 | 12 | 4, 217 | 183, 009 | 4, 598 |
| Wisconsin | 54, 349 | 4, 049 | 2, 859 | 117 | 11, 949 | 234, 692 | 18, 785 |
| Wyoming | 7, 184 | 791 | 215 | 13 | 932 | 30, 766 | 3, 943 |
| Total | 2, 443, 832 | 285, 467 | 190, 771 | 19, 385 | 640, 973 | 10, 203, 151 | 1, 309, 035 |

RECAPITULATION.

| | | |
|------------------------------|----------------|--------------|
| Total domestic letters | 10, 203, 151 | |
| Total domestic parcels | 1, 309, 035 | |
| Total foreign letters | 864, 141 | 11, 512, 186 |
| Total foreign parcels | 85, 111 | |
| Free | 2, 589, 116 | 949, 252 |
| Grand total | 15, 050, 554 | |
| Fees received | \$996, 915. 04 | |

State and Territory in the United States during the fiscal year ending June 30, 1894—Cont'd.

| Total. | | | Grand total of letters and parcels registered for year ending Jun- 30, 1894. | Fees received. | Increase. | | | |
|----------|----------|-----------|--|-------------------|----------------------------|--------------|----------------------------|---------|
| Foreign. | | Free. | | | Letters and parcels. | Fees. | Per cent. | |
| Letters. | Parcels. | | | | | | Letters and parcels. | Fees. |
| 1,399 | 153 | 30,183 | 241,141 | \$16,876.64 | 11,536 | * \$930.18 | 5.02 | * 5.23 |
| 145 | 19 | 283 | 3,293 | 240.80 | 478 | 11.24 | 16.98 | 4.89 |
| 1,725 | 103 | 5,277 | 44,414 | 3,130.96 | * 374 | * 414.50 | .83 | * 11.69 |
| 819 | 74 | 26,895 | 226,236 | 15,947.28 | 20,456 | 21.38 | 9.94 | .13 |
| 54,478 | 6,722 | 62,967 | 505,252 | 85,382.80 | 19,108 | * 2,670.76 | 3.93 | * 7.01 |
| 9,665 | 585 | 20,347 | 190,377 | 13,602.40 | * 19,722 | * 3,505.68 | * 9.38 | * 20.49 |
| 19,272 | 1,027 | 827,817 | 543,957 | 17,291.20 | * 62,738 | * 2,255.78 | * 13.20 | * 11.54 |
| 787 | ----- | 2,771 | 27,004 | 1,938.64 | 2,073 | * 64.90 | 8.31 | * 3.23 |
| 4,053 | 994 | 361,702 | 436,154 | 5,956.16 | 48,313 | * 618.20 | 12.45 | * 9.40 |
| 3,567 | 273 | 29,913 | 189,004 | 12,727.28 | 8,836 | * 479.72 | 4.90 | * 3.63 |
| 1,796 | 117 | 32,097 | 271,848 | 19,180.08 | 10,309 | * 1,314.68 | 3.94 | * 6.41 |
| 1,503 | 130 | 7,994 | 74,159 | 5,293.28 | * 5,171 | * 1,187.80 | * 6.51 | * 13.32 |
| 84,057 | 10,099 | 116,502 | 990,497 | 69,919.60 | * 68,513 | * 14,005.14 | * 6.48 | * 16.68 |
| 4,980 | 628 | 62,118 | 887,223 | 26,008.40 | 2,622 | * 2,327.80 | .73 | * 8.21 |
| 578 | 5 | 7,324 | 65,395 | 4,645.68 | 2,399 | * 423.00 | 3.80 | * 8.34 |
| 8,686 | 279 | 72,133 | 347,996 | 22,069.04 | * 18,630 | * 3,573.18 | * 5.08 | * 13.92 |
| 3,858 | 190 | 56,300 | 266,111 | 16,784.88 | * 17,273 | * 2,410.42 | * 6.09 | * 12.55 |
| 2,593 | 497 | 31,013 | 321,900 | 23,270.96 | 21,438 | * 1,239.56 | 7.13 | * 5.06 |
| 9,259 | 777 | 23,219 | 268,610 | 19,631.28 | 5,730 | * 1,729.28 | 2.17 | * 8.09 |
| 11,302 | 272 | 20,533 | 236,365 | 17,266.56 | * 7,284 | * 2,678.18 | * 2.98 | * 13.42 |
| 7,038 | 828 | 20,217 | 212,072 | 15,348.46 | 10,831 | * 731.64 | 5.37 | * 4.54 |
| 86,258 | 4,208 | 46,873 | 600,901 | 44,322.24 | * 11,263 | * 6,368.34 | * 1.83 | * 12.56 |
| 21,952 | 835 | 57,889 | 383,621 | 26,058.56 | * 31,549 | * 4,919.76 | * 7.59 | * 15.88 |
| 17,348 | 1,091 | 33,393 | 261,381 | 18,239.04 | * 25,474 | * 4,016.70 | * 8.88 | * 18.04 |
| 728 | 49 | 24,543 | 184,279 | 12,778.88 | * 17,939 | * 2,808.12 | * 8.87 | * 18.33 |
| 12,864 | 2,147 | 91,901 | 549,080 | 36,574.32 | * 17,386 | * 5,942.32 | * 3.06 | * 13.97 |
| 6,870 | 250 | 9,906 | 99,221 | 7,145.20 | * 16,066 | * 2,351.54 | * 13.93 | * 24.76 |
| 6,403 | 438 | 30,886 | 165,119 | 10,738.64 | * 18,992 | * 2,689.98 | * 10.31 | * 20.03 |
| 1,110 | 31 | 3,057 | 22,760 | 1,576.24 | * 5,019 | * 596.58 | * 18.06 | * 27.45 |
| 8,104 | 181 | 11,472 | 111,375 | 7,992.24 | * 5,729 | * 1,499.26 | * 4.89 | * 15.79 |
| 30,866 | 1,069 | 26,975 | 288,925 | 20,956.00 | * 3,684 | * 2,924.26 | * 1.25 | * 12.24 |
| 888 | 102 | 5,379 | 44,093 | 3,097.12 | * 6,977 | * 977.80 | * 13.66 | * 23.97 |
| 265,697 | 37,285 | 367,535 | 2,205,241 | 147,016.48 | 40,330 | * 14,693.74 | 1.86 | * 9.08 |
| 378 | 54 | 24,750 | 212,082 | 14,984.96 | * 18,412 | * 3,005.36 | * 7.98 | * 16.70 |
| 3,960 | 134 | 10,787 | 71,937 | 4,892.00 | * 7,095 | * 1,361.44 | * 8.96 | * 21.77 |
| 21,561 | 1,883 | 102,439 | 605,067 | 40,210.24 | * 26,416 | * 7,314.20 | * 4.18 | * 15.39 |
| 233 | 19 | 5,355 | 57,440 | 4,166.80 | 17,968 | 1,015.14 | 45.52 | 32.20 |
| 7,092 | 217 | 14,737 | 142,698 | 10,236.88 | * 17,606 | * 2,743.74 | * 10.98 | * 21.13 |
| 79,950 | 6,699 | 152,553 | 1,118,673 | 77,289.60 | * 84,386 | * 15,073.02 | * 7.01 | * 16.31 |
| 11,001 | 883 | 5,178 | 84,025 | 6,307.76 | * 2,326 | * 1,006.24 | * 2.69 | * 13.75 |
| 597 | 33 | 13,587 | 123,355 | 8,781.44 | * 12,215 | * 1,891.46 | * 9.01 | * 17.72 |
| 2,825 | 103 | 16,543 | 90,502 | 5,916.72 | * 2,837 | * 1,568.40 | * 2.74 | * 20.95 |
| 1,386 | 174 | 20,431 | 223,396 | 16,237.20 | * 22,990 | * 3,615.08 | * 9.33 | * 18.20 |
| 11,859 | 949 | 63,320 | 879,158 | 25,267.04 | * 44,925 | * 6,591.26 | * 10.59 | * 20.68 |
| 2,218 | 210 | 5,745 | 64,274 | 4,682.32 | * 4,660 | * 1,040.54 | * 6.76 | * 18.18 |
| 4,466 | 114 | 10,777 | 89,997 | 6,337.60 | 862 | * 746.56 | .90 | * 10.53 |
| 2,082 | 266 | 26,423 | 802,625 | 22,096.16 | * 16,562 | * 3,751.78 | * 5.18 | * 14.51 |
| 7,937 | 626 | 19,148 | 158,033 | 11,110.80 | * 42,722 | * 4,991.32 | * 21.28 | * 30.93 |
| 953 | 64 | 16,984 | 205,608 | 15,089.92 | * 13,862 | * 2,876.96 | * 6.31 | * 16.01 |
| 13,899 | 575 | 49,149 | 817,100 | 21,436.08 | * 22,520 | * 4,112.50 | * 6.02 | * 16.09 |
| 1,025 | 70 | 3,796 | 39,600 | 2,864.32 | * 5,038 | * 827.22 | * 11.28 | * 22.40 |
| 864,141 | 85,111 | 2,589,116 | 15,050,554 | 996,915.04 | * 510,856 | * 153,875.12 | * 3.28 | * 13.37 |

* Decrease.

10. 14.—Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1894, and the decrease in registry fees collected thereat as compared with the previous year.

| Cities. | Letters registered with fee prepaid. | Parcels registered with fee prepaid. | Registered letters received for delivery. | Registered letters and parcels received for distribution. | Registered packages received. | Registered packages received in transit. | Registered packages made up and dispatched. | Through registered pouches and inner sacks made up and dispatched. | Through registered pouches and inner sacks in transit. | Official letters and parcels registered free. | Total number of registered articles handled. | Total amount of registry fees collected. | Decrease. | | |
|---------------------|--------------------------------------|--------------------------------------|---|---|-------------------------------|--|---|--|--|---|--|--|------------|-----------|-------|
| | | | | | | | | | | | | | Fees. | Per cent. | |
| New York, N. Y. | 780,920 | 230,854 | 1,528,004 | 1,937,174 | 1,075,703 | 838,838 | 922,905 | 51,295 | 51,378 | 14,495 | 7,086,295 | 480,941.92 | 98,315.26 | 9.21 | |
| Chicago, Ill. | 320,947 | 150,391 | 739,593 | 57,692 | 585,637 | 1,025,069 | 382,862 | 57,951 | 55,973 | 7,106 | 3,467,402 | 37,707.04 | 8,495.04 | 18.38 | |
| Boston, Mass. | 210,307 | 101,678 | 345,571 | 59,501 | 307,776 | 466,029 | 160,983 | 33,621 | 33,817 | 2,147 | 1,680,765 | 19,356.90 | 1,419.74 | 6.83 | |
| Philadelphia, Pa. | 174,060 | 40,108 | 345,766 | 4,453 | 245,749 | 313,170 | 128,773 | 16,600 | 15,742 | 3,344 | 1,365,985 | 17,133.44 | 2,472.76 | 12.61 | |
| San Francisco, Cal. | 104,789 | 48,668 | 204,242 | 89,396 | 180,404 | 95,838 | 100,068 | 7,643 | 8,237 | 306 | 11,738 | 12,292.40 | 703.08 | 5.41 | |
| St. Louis, Mo. | 87,035 | 42,442 | 178,770 | 3,572 | 243,741 | 709,905 | 116,588 | 43,460 | 42,848 | 306 | 41,743 | 1,624,902 | 644.14 | 5.82 | |
| Brooklyn, N. Y. | 94,229 | 14,144 | 137,144 | 12,492 | 81,438 | 14,363 | 78,592 | 15,159 | 14,844 | 1,845 | 6,970 | 475,194 | 318.68 | 3.54 | |
| Washington, D. C. | 60,181 | 12,927 | 656,582 | 2,469 | 631,574 | 256,317 | 351,436 | 28,986 | 27,061 | 1,582 | 9,793 | 600,286 | 5,448.00 | 604.54 | 9.62 |
| Baltimore, Md. | 63,248 | 7,702 | 144,249 | 1,514 | 112,574 | 179,256 | 62,097 | 10,197 | 9,504 | 1,582 | 9,793 | 600,286 | 5,448.00 | 604.54 | 9.62 |
| New Orleans, La. | 57,767 | 10,406 | 118,517 | 19,068 | 101,539 | 130,852 | 57,081 | 11,338 | 10,416 | 585 | 2,789 | 527,164 | 5,453.04 | 724.78 | 11.73 |
| Cincinnati, Ohio. | 51,621 | 14,848 | 169,212 | 9,008 | 156,827 | 383,202 | 56,775 | 25,754 | 23,720 | 3,029 | 22,768 | 929,531 | 5,317.52 | 709.22 | 11.25 |
| Detroit, Mich. | 32,723 | 19,948 | 98,109 | 32,692 | 65,829 | 122,201 | 56,175 | 7,942 | 8,098 | 971 | 1,320 | 254,638 | 3,574.24 | 176.22 | 4.69 |
| Minneapolis, Minn. | 37,738 | 5,011 | 91,729 | 8,020 | 83,224 | 331,878 | 37,419 | 15,257 | 15,147 | 3,729 | 4,247 | 619,207 | 3,373.62 | 635.78 | 15.85 |
| Cleveland, Ohio. | 35,268 | 7,766 | 73,888 | 28,073 | 70,616 | 114,457 | 42,312 | 12,908 | 12,848 | 1,252 | 2,176 | 400,298 | 3,282.72 | 583.94 | 15.32 |
| Buffalo, N. Y. | 35,505 | 4,223 | 115,061 | 1,474 | 91,981 | 138,997 | 35,875 | 9,713 | 9,490 | 1,790 | 764 | 404,853 | 3,176.24 | 627.18 | 16.48 |
| Pittsburg, Pa. | 23,995 | 15,722 | 62,655 | 1,965 | 63,886 | 132,389 | 31,659 | 5,441 | 5,506 | 18 | 523 | 320,043 | 2,937.56 | 1,026.56 | 23.88 |
| Louisville, Ky. | 27,725 | 9,007 | 62,655 | 1,965 | 63,886 | 132,389 | 31,659 | 5,441 | 5,506 | 18 | 523 | 320,043 | 2,937.56 | 1,026.56 | 23.88 |
| Denver, Colo. | 27,725 | 9,007 | 62,655 | 1,965 | 63,886 | 132,389 | 31,659 | 5,441 | 5,506 | 18 | 523 | 320,043 | 2,937.56 | 1,026.56 | 23.88 |
| Portland, Ore. | 26,963 | 7,824 | 35,272 | 6,025 | 28,618 | 37,446 | 24,662 | 1,341 | 1,375 | 350 | 727 | 280,484 | 2,870.86 | 444.08 | 11.83 |
| Providence, R. I. | 27,953 | 7,470 | 47,198 | 6,025 | 76,033 | 114,841 | 27,595 | 3,368 | 3,803 | 494 | 1,241 | 352,761 | 2,713.20 | 667.44 | 13.41 |
| Milwaukee, Wis. | 26,445 | 7,047 | 47,198 | 6,025 | 76,033 | 114,841 | 27,595 | 3,368 | 3,803 | 494 | 1,241 | 352,761 | 2,713.20 | 667.44 | 13.41 |
| Newark, N. J. | 31,190 | 2,065 | 41,580 | 6,820 | 23,155 | 8,720 | 22,370 | 9,860 | 946 | ..... | 1,390 | 330,947 | 2,661.12 | 478.10 | 15.22 |
| Los Angeles, Cal. | 26,544 | 6,185 | 27,414 | 1,132 | 26,326 | 98,415 | 23,419 | 6,327 | 6,305 | ..... | 1,127 | 162,631 | 2,528.32 | 145.10 | 4.43 |
| Des Moines, Iowa. | 20,584 | 1,016 | 31,561 | 301 | 30,373 | 39,844 | 27,886 | 1,672 | 1,366 | 11 | 1,127 | 659,039 | 2,462.88 | 145.10 | 10.09 |
| Kansas City, Mo. | 23,030 | 5,256 | 80,019 | 1,385 | 24,980 | 383,858 | 27,404 | 27,377 | 18,730 | 8,644 | 2,380 | 659,039 | 2,462.88 | 145.10 | 10.09 |
| New Haven, Conn. | 23,037 | 4,757 | 25,257 | 3,680 | 24,980 | 383,858 | 27,404 | 27,377 | 18,730 | 8,644 | 2,380 | 659,039 | 2,462.88 | 145.10 | 10.09 |
| St. Paul, Minn. | 22,562 | 4,938 | 64,268 | 27,030 | 62,839 | 267,463 | 32,304 | 11,357 | 9,478 | 256 | 904 | 506,623 | 2,223.52 | 121.40 | 5.29 |
| Rochester, N. Y. | 16,068 | 5,328 | 44,133 | 3,383 | 40,580 | 44,449 | 16,924 | 3,750 | 3,478 | ..... | 447 | 180,806 | 1,711.32 | 345.94 | 16.81 |
| Richmond, Va. | 17,090 | 4,238 | 63,122 | 999 | 59,479 | 96,598 | 17,555 | 7,529 | 7,291 | 679 | 219 | 276,031 | 1,704.08 | 180.26 | 13.66 |
| Hartford, Conn. | 18,960 | 1,210 | 36,778 | 290 | 30,384 | 38,920 | 15,902 | 3,530 | 3,471 | ..... | 1,208 | 153,123 | 1,613.60 | 237.82 | 12.83 |
| Total | 2,517,649 | 741,063 | 5,722,204 | 279,974 | 2,290,810 | 6,918,770 | 2,964,491 | 445,998 | 422,312 | 49,249 | 830,151 | 27,821,756 | 260,669.36 | 30,905.78 | 10.59 |

Includes third and fourth class parcels.

↑ Increase.

↑ Increase.

* Includes third and fourth class parcels.

No. 15.—*Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1894, for the Post-Office and Treasury Departments.*

| Description. | Number of packages. | Value. |
|--|---------------------|-------------------------|
| Postal funds received at post-office depositories | | \$2,724,234.49 |
| Postage stamps from the New York agency | 210,913 | 54,000,678.00 |
| Stamped envelopes and newspaper wrappers from the agency at Hartford. | 284,555 | 11,496,203.15 |
| Postal cards from the agency at Castleton, and the sub-agencies at Cincinnati, St. Louis, and Washington | 122,072 | 4,728,275.00 |
| Registered packages containing paid money orders and postal notes | 297,614 | 151,370,074.08 |
| Surplus money-order funds remitted for deposit by registered mail | | 122,516,839.85 |
| Money-order funds remitted by draft in the registered mail | | 12,205,755.46 |
| Total for the Post-Office Department | 911,154 | 359,042,060.03 |
| Secretary of the Treasury received | 3,839 | 44,846,050.13 |
| Secretary of the Treasury sent | 3,145 | 87,191.88 |
| Register of the Treasury received | 2,535 | 41,725,206.32 |
| Register of the Treasury sent | 3,635 | 63,280,462.43 |
| Commissioner of Internal Revenue received | 5,292 | 15,158,906.72 |
| Commissioner of Internal Revenue sent | 53,389 | 177,407,061.74 |
| Comptroller of the Currency received | 557 | 18,175,066.00 |
| Comptroller of the Currency sent | 1,070 | 19,750,240.00 |
| Sixth Auditor of the Treasury received | 15,695 | 20,113.32 |
| Sixth Auditor of the Treasury sent | 645 | 2,556.91 |
| Treasurer of the United States received | 17,255 | 1,173,987.45 |
| Treasurer of the United States sent | 5,004 | 1,636,262.68 |
| Assistant Treasurers of the United States received | 74,472 | 10,124,976.12 |
| Assistant Treasurers of the United States sent | 5,794 | 463,708,440.31 |
| Total for the Treasury Department | 192,327 | 859,096,522.02 |
| Aggregate | 1,133,481 | 1,218,138,582.05 |

No. 16.—*List of countries which in their domestic service pay an indemnity for loss of registered matter.*

| Countries. | Amount. | Equivalent in United States money. |
|--------------------------|--------------------------|------------------------------------|
| Austria-Hungary | florins 20 | \$8.13 |
| Belgium | francs 50 | 9.65 |
| Bulgaria | do 50 | 9.65 |
| Colombia | pesos 10 | 8.30 |
| Denmark | kroner 20 | 5.36 |
| Dominican Republic | pesos 10 | 8.30 |
| Egypt | pounds, Egyptian money 2 | 10.00 |
| Spain | pesetas 50 | 9.65 |
| France | francs 25 to 50 | \$4.82 to 9.65 |
| Germany | marks 42 | 9.99 |
| Great Britain | pounds 5 to 25 | 24.33 to 111.65 |
| Greece | drachmas 25 | 4.82 |
| Haiti | francs 50 | 9.65 |
| Italy | do 25 | 4.82 |
| Luxemburg | do 50 | 9.65 |
| Norway | kroner 20 | 5.36 |
| Netherlands | florins 25 | 10.05 |
| Persia | kranas 25 | 3.75 |
| Portugal | reis 9,000 | 9.72 |
| Roumania | francs 50 | 9.65 |
| Servia | dinars 23 | 4.53 |
| Siam | ticalas 20 | 5.00 |
| Sweden | kronor 50 | 13.40 |
| Switzerland | francs 15 to 50 | 2.89 to 9.65 |

NOTE.—The above-mentioned countries are all that reported to the International Bureau.

No indemnity is paid by the following named countries: United States, Bolivia, Brazil, Chile, Congo, British India, Japan, Paraguay, and Uruguay.

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1894.

| Post-office. | Number of messengers employed in special delivery. | Number of special-delivery letters and parcels arriving from other places. | Number of special-delivery letters and parcels deposited for local delivery. | Total special-delivery letters and parcels. | Number of special-delivery letters and parcels that failed of delivery by messengers. | Total amount of compensation to messengers or others for special delivery. | Average time of delivery of special-delivery letters and parcels after their arrival. | Number of special-delivery letters and parcels mailed to other places. | Amount of special delivery stamps sold. |
|---------------------------|--|--|--|---|---|--|---|--|---|
| | | | | | | | Minutes | | |
| Aberdeen, S. Dak. | 1 | 227 | 3 | 230 | 3 | \$11.76 | 13 | 167 | \$20.90 |
| Abilene, Kans. | 1 | 171 | 2 | 173 | 1 | 13.76 | 18 | 179 | 19.40 |
| Adrian, Mich. | 1 | 561 | 19 | 580 | 32 | 44.24 | 17 | 550 | 92.00 |
| Akron, Ohio. | 1 | 2,965 | 568 | 3,533 | ..... | 282.64 | 20 | 3,660 | 441.00 |
| Alameda, Cal. | 1 | 1,387 | 80 | 1,467 | 10 | 116.88 | 15 | 933 | 143.70 |
| Albany, N. Y. | 4 | 14,075 | 1,033 | 15,108 | 836 | 1,196.24 | 20 | 11,319 | 1,367.50 |
| Albion, Mich. | 2 | 243 | 7 | 250 | 6 | 20.00 | 33 | 355 | 35.50 |
| Albuquerque, N. Mex. | 1 | 140 | 4 | 144 | 2 | 11.52 | 13 | 162 | 16.20 |
| Alexandria, Va. | 1 | 1,511 | 13 | 1,524 | ..... | 121.92 | 8 | 730 | 90.20 |
| Allegheny, Pa. | 7 | 16,290 | 4,668 | 20,958 | 693 | 1,676.60 | 20 | 4,996 | 1,200.00 |
| Allentown, Pa. | 1 | 1,727 | 70 | 1,797 | 18 | 138.12 | 17 | 2,049 | 204.50 |
| Alliance, Ohio. | 1 | 1,755 | 34 | 1,789 | 9 | 61.84 | 22 | 568 | 131.20 |
| Alpena, Mich. | 1 | 120 | 5 | 125 | 4 | ..... | 25 | 195 | 20.00 |
| Alton, Ill. | 1 | 457 | 18 | 475 | 6 | 35.20 | 11 | 806 | 83.00 |
| Altoona, Pa. | 2 | 2,156 | 522 | 2,678 | 16 | 212.86 | 15 | 2,230 | 266.00 |
| Americus, Ga. | 1 | 428 | 4 | 432 | 2 | 44.56 | 15 | 530 | 53.20 |
| Amesbury, Mass. | 1 | 533 | 20 | 553 | 9 | 44.00 | 18 | 506 | 56.40 |
| Amsterdam, N. Y. | 1 | 845 | 55 | 900 | 17 | 72.00 | 14 | 561 | 93.00 |
| Anderson, Ind. | 2 | 1,028 | 45 | 1,073 | 3 | 85.44 | 30 | 1,174 | 122.20 |
| Annapolis, Md. | 1 | 992 | 6 | 998 | 5 | 79.84 | 8 | 1,315 | 180.70 |
| Ann Arbor, Mich. | 1 | 1,538 | 116 | 1,654 | 12 | 131.36 | 15 | 1,315 | 168.00 |
| Anniston, Ala. | 1 | 440 | 4 | 444 | 5 | 35.52 | 30 | 465 | 43.70 |
| Ansonia, Conn. | 1 | 683 | 36 | 719 | 1 | 57.52 | 16 | 938 | 96.40 |
| Appleton, Wis. | 1 | 438 | 38 | 476 | 1 | 38.08 | 12 | 603 | 61.50 |
| Arkansas City, Kans. | 1 | 403 | 6 | 409 | 15 | 28.20 | 25 | 482 | 51.20 |
| Asbury Park, N. J. | 1 | 2,551 | 50 | 2,601 | 111 | 159.28 | 23 | 2,301 | 323.00 |
| Asheville, N. C. | 1 | 1,350 | 47 | 1,397 | 83 | 105.92 | 20 | 1,690 | 173.70 |
| Ashland, Wis. | 1 | 623 | 20 | 643 | 13 | ..... | 10 | 515 | 58.00 |
| Ashtabula, Ohio. | 1 | 454 | 26 | 480 | 23 | 38.40 | 30 | 367 | 43.00 |
| Aspen, Colo. | 1 | 195 | 9 | 204 | 2 | ..... | 30 | 436 | 51.10 |
| Astoria, Oreg. | 1 | 176 | 34 | 210 | 1 | 16.80 | 10 | 110 | 16.30 |
| Atchison, Kans. | 1 | 947 | 38 | 985 | 7 | 78.80 | 20 | 720 | 75.00 |
| Athens, Ga. | 1 | 475 | 7 | 482 | 4 | 38.08 | 30 | 554 | 87.20 |
| Atlanta, Ga. | 3 | 10,945 | 1,124 | 12,069 | 134 | 953.04 | 21 | 5,515 | 814.50 |
| Atlantic, Iowa. | 1 | 148 | 7 | 155 | 6 | ..... | 30 | 245 | 40.10 |
| Atlantic City, N. J. | 2 | 6,606 | 57 | 6,663 | 115 | 524.56 | 15 | 7,032 | 747.00 |
| Attleboro, Mass. | 1 | 508 | 17 | 525 | 1 | ..... | 15 | 680 | 77.20 |
| Auburn, Me. | 1 | 880 | 64 | 944 | 26 | ..... | 18 | 679 | 74.20 |
| Auburn, N. Y. | 1 | 1,821 | 52 | 1,873 | 21 | 139.84 | 31 | 1,314 | 177.50 |
| Augusta, Ga. | 1 | 2,230 | 109 | 2,339 | 56 | 187.12 | 25 | 1,087 | 156.00 |
| Augusta, Me. | 1 | 1,129 | 110 | 1,239 | 16 | 74.24 | 14 | 1,540 | 167.20 |
| Aurora, Ill. | 1 | 1,049 | 88 | 1,137 | 2 | 90.80 | 14 | 1,091 | 117.90 |
| Austin, Ill. | 1 | 342 | 10 | 352 | 2 | 28.16 | 17 | 294 | 23.80 |
| Austin, Tex. | 1 | 1,392 | 104 | 1,496 | 21 | 118.00 | 19 | 911 | 90.00 |
| Baltimore, Md. | 24 | 54,053 | 18,381 | 72,434 | 3,422 | 5,794.42 | 30 | 38,861 | 6,000.00 |
| Bangor, Me. | 1 | 2,828 | 949 | 3,777 | 28 | 302.16 | 20 | 2,547 | 310.00 |
| Batavia, N. Y. | 1 | 605 | 58 | 663 | 4 | 53.04 | 14 | 818 | 86.40 |
| Bath, Me. | 1 | 878 | 56 | 934 | 4 | 74.64 | 30 | 909 | 96.50 |
| Baton Rouge, La. | 1 | 1,083 | 29 | 1,112 | 11 | 88.08 | 13 | 2,168 | 222.70 |
| Battle Creek, Mich. | 1 | 784 | 34 | 818 | 11 | 64.80 | 15 | 415 | 62.00 |
| Bay City, Mich. | 1 | 1,220 | 37 | 1,257 | 7 | 100.48 | 20 | 768 | 80.50 |
| Bayonne, N. J. | 1 | 1,153 | 65 | 1,218 | 9 | 96.52 | 20 | 585 | 64.50 |
| Beatrice, Nebr. | 1 | 347 | 17 | 364 | 32 | 26.56 | 22 | 710 | 32.50 |
| Beaver Falls, Pa. | 1 | 872 | 13 | 885 | 14 | 69.68 | 14 | 967 | 92.20 |
| Belfast, Me. | 1 | 228 | 17 | 245 | 4 | 19.28 | 12 | 268 | 21.10 |
| Bellefontaine, Ohio. | 1 | 315 | ..... | 315 | 3 | 21.96 | 22 | 302 | 38.00 |
| Bellefonte, Pa. | 1 | 316 | 15 | 331 | 4 | 26.16 | 10 | 303 | 30.70 |
| Belleville, Ill. | 1 | 322 | 12 | 334 | 8 | 26.16 | 11 | 502 | 91.20 |
| Beloit, Wis. | 1 | 422 | 27 | 449 | 15 | 30.00 | 35 | 718 | 52.70 |
| Bennington, Vt. | 1 | 318 | 15 | 333 | 6 | 26.16 | 10 | 512 | 51.20 |
| Bethlehem, Pa. | 1 | 813 | 16 | 829 | 8 | 66.32 | 10 | 922 | 109.30 |
| Beverly, Mass. | 1 | 1,147 | 28 | 1,175 | 136 | 82.64 | 15 | 1,345 | 134.50 |
| Biddeford, Me. | 1 | 518 | 48 | 566 | 20 | 42.32 | 15 | 554 | 71.10 |
| Binghamton, N. Y. | 1 | 3,253 | 80 | 3,333 | 29 | 266.64 | 20 | 1,921 | 250.40 |
| Birmingham, Ala. | 1 | 2,484 | 52 | 2,536 | 10 | 202.88 | 20 | 2,276 | 246.50 |
| Birmingham, Conn. | 2 | 731 | 22 | 753 | 12 | 59.44 | 12 | 807 | 101.00 |
| Bloomfield, N. J. | 1 | 518 | 18 | 531 | 21 | 40.88 | 15 | 289 | 32.70 |
| Bloomington, Ill. | 1 | 1,434 | 169 | 1,603 | 3 | 128.24 | 17 | 1,063 | 138.00 |
| Boise City, Idaho. | 1 | 100 | ..... | 100 | ..... | ..... | 21 | 54 | 6.00 |

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

| Post-office. | Number of messengers employed in special delivery. | Number of special-delivery letters and parcels arriving from other places. | Number of special-delivery letters and parcels deposited for local delivery. | Total special-delivery letters and parcels. | Number of special-delivery letters and parcels that failed of delivery by messengers. | Total amount of compensation to messengers or others for special delivery. | Average time of delivery of special-delivery letters and parcels after their arrival. | Number of special-delivery letters and parcels mailed to other places. | Amount of special-delivery stamps sold. |
|-------------------------|--|--|--|---|---|--|---|--|---|
| | | | | | | | Minutes | | |
| Boston, Mass. | 93 | 176,024 | 50,358 | 226,382 | 17,339 | \$18,014.08 | 10 | 135,568 | \$22,000.00 |
| Bowling Green, Ky. | 1 | 415 | 3 | 418 | 11 | 32.56 | 21 | 316 | 31.90 |
| Bradford, Pa. | 1 | 955 | 65 | 1,020 | 14 | 80.48 | 18 | 1,142 | 123.20 |
| Bradford, Pa. | 1 | 1,178 | 137 | 1,315 | 7 | 105.20 | 15 | 1,155 | 129.20 |
| Brattleboro, Vt. | 1 | 691 | 34 | 725 | 4 | 39.28 | 12 | 760 | 80.80 |
| Bridgeport, Conn. | 2 | 6,004 | 506 | 7,110 | 4 | 555.20 | 27 | 5,112 | 677.50 |
| Bridgeton, N. J. | 1 | 571 | 2 | 573 | 4 | 45.68 | 15 | 841 | 69.30 |
| Bristol, Tenn. | 1 | 459 | 9 | 468 | 5 | 37.01 | 35 | 252 | 41.70 |
| Brookton, Mass. | 3 | 3,201 | 310 | 3,511 | 103 | 274.16 | 14 | 2,661 | 395.00 |
| Brooklyn, N. Y. | 41 | 73,490 | 12,003 | 85,493 | 3,564 | 6,835.68 | 19 | 62,731 | 3,341.30 |
| Brunswick, Ga. | 1 | 402 | 17 | 419 | 11 | 33.52 | 10 | 381 | 47.40 |
| Bucyrus, Ohio. | 1 | 310 | 2 | 312 | 7 | 24.80 | 13 | 322 | 49.60 |
| Buffalo, N. Y. | 10 | 24,878 | 5,458 | 30,336 | 1,074 | 2,426.88 | 40 | 17,871 | 2,700.00 |
| Burlington, Iowa. | 1 | 1,016 | 510 | 1,526 | 2 | 122.08 | 26 | 881 | 139.10 |
| Burlington, Vt. | 1 | 1,392 | 67 | 1,459 | 7 | 116.24 | 10 | 905 | 107.50 |
| Butler, Pa. | 1 | 718 | 52 | 770 | 46 | 57.68 | 19 | 708 | 103.40 |
| Butte, Mont. | 1 | 612 | 12 | 624 | 66 | 28.48 | 20 | 417 | 42.90 |
| Cairo, Ill. | 1 | 532 | 5 | 537 | ... | 36.50 | 20 | 452 | 45.70 |
| Camden, N. J. | 3 | 4,062 | 235 | 4,297 | 175 | 343.76 | 21 | 2,322 | 277.70 |
| Canandaigua, N. Y. | 1 | 490 | 12 | 502 | 6 | 33.60 | 11 | 347 | 50.03 |
| Canton, Ill. | 1 | 337 | 42 | 379 | 6 | 30.32 | 15 | 277 | 23.00 |
| Canton, Ohio. | 1 | 3,077 | 262 | 3,339 | 26 | 266.48 | 16 | 3,122 | 331.90 |
| Carbondale, Pa. | 1 | 444 | 6 | 450 | ... | 35.84 | 10 | 442 | 48.50 |
| Carlisle, Pa. | 1 | 936 | 28 | 964 | 10 | 76.64 | 7 | 678 | 72.60 |
| Carthage, Mo. | 1 | 367 | 13 | 380 | 2 | 20.96 | 13 | 339 | 34.60 |
| Cedar Falls, Iowa. | 1 | 209 | 7 | 216 | ... | 17.28 | 14 | 187 | 18.70 |
| Cedar Rapids, Iowa. | 1 | 1,080 | 132 | 1,212 | 13 | 96.16 | 10 | 1,065 | 130.00 |
| Central Falls, R. I. | 1 | 295 | 5 | 300 | ... | 24.00 | 10 | 180 | 24.50 |
| Chambersburg, Pa. | 1 | 587 | 21 | 608 | 2 | 48.48 | 11 | 593 | 61.40 |
| Champaign, Ill. | 1 | 368 | 32 | 400 | 25 | ... | 16 | 325 | 52.00 |
| Charleston, S. C. | 1 | 2,683 | 187 | 2,870 | 4 | 229.60 | 30 | 886 | 230.03 |
| Charleston, W. Va. | 1 | 932 | 17 | 949 | 9 | 75.92 | 30 | 731 | 78.20 |
| Charlotte, N. C. | 1 | 1,012 | ... | 1,012 | ... | 89.80 | 45 | 710 | 79.60 |
| Charlottesville, Va. | 2 | 905 | 7 | 912 | 18 | 71.52 | 15 | 658 | 65.83 |
| Chattanooga, Tenn. | 1 | 3,403 | 163 | 3,566 | 154 | 284.24 | 17 | 2,353 | 350.00 |
| Chester, Pa. | 1 | 1,406 | 98 | 1,504 | 3 | 120.08 | 19 | 1,162 | 125.00 |
| Cheyenne, Wyo. | 1 | 240 | 21 | 261 | 5 | 17.60 | 13 | 611 | 63.00 |
| Chicago, Ill. | 178 | 161,950 | 34,663 | 196,622 | 20,018 | 15,729.76 | 22 | 81,466 | 13,190.00 |
| Chillicothe, Mo. | 1 | 198 | 14 | 212 | 4 | 3.84 | 67 | 179 | 28.80 |
| Chillicothe, Ohio. | 1 | 908 | 27 | 935 | 14 | 74.08 | 33 | 1,083 | 112.20 |
| Chippewa Falls, Wis. | 1 | 248 | 16 | 264 | ... | 21.12 | 15 | 264 | 26.40 |
| Cincinnati, Ohio. | 21 | 42,592 | 17,290 | 59,882 | 3,731 | 4,771.60 | 29 | 30,297 | 5,400.00 |
| Clarksville, Tenn. | 1 | 290 | 4 | 294 | 1 | 23.52 | 30 | 268 | 26.80 |
| Clarkland, Ohio. | 13 | 28,307 | 11,801 | 40,108 | 572 | 3,180.24 | 22 | 28,484 | 3,565.30 |
| Clinton, Iowa. | 1 | 466 | 45 | 511 | 11 | 40.00 | 30 | 441 | 63.30 |
| Clinton, Mass. | 1 | 598 | 6 | 604 | ... | ... | 21 | 721 | 72.70 |
| Cohoes, N. Y. | 1 | 657 | 10 | 667 | ... | 53.36 | 10 | 532 | 56.10 |
| Coldwater, Mich. | 1 | 142 | 4 | 146 | 19 | 10.16 | 10 | 286 | 33.90 |
| Colorado Springs, Colo. | 1 | 1,378 | 95 | 1,473 | 28 | 117.84 | 7 | 1,812 | 182.20 |
| Columbia, Pa. | 1 | 503 | 6 | 509 | ... | 40.72 | 15 | 639 | 63.80 |
| Columbia, S. C. | 1 | 1,186 | ... | 1,186 | ... | 94.88 | 19 | 497 | 77.30 |
| Columbia, Ga. | 1 | 1,433 | 47 | 1,480 | 3 | 118.40 | 15 | 1,112 | 123.10 |
| Columbia, Ind. | 1 | 419 | 24 | 443 | 1 | 19.04 | 15 | 635 | 78.20 |
| Columbus, Ohio. | 5 | 15,327 | 1,560 | 16,887 | 119 | 1,349.44 | 22 | 8,299 | 1,190.00 |
| Concord, N. H. | 1 | 2,841 | 218 | 3,059 | 42 | 241.36 | 23 | 3,268 | 350.00 |
| Connersville, Ind. | 1 | 351 | 21 | 372 | 4 | ... | 16 | 674 | 78.10 |
| Corning, N. Y. | 1 | 708 | 58 | 766 | 6 | 60.80 | 30 | 772 | 83.00 |
| Corry, Pa. | 1 | 600 | 27 | 627 | 7 | 45.60 | 11 | 601 | 67.20 |
| Corsicana, Tex. | 1 | 249 | 7 | 256 | 0 | ... | 15 | 233 | 27.30 |
| Cortland, N. Y. | 2 | 746 | 29 | 775 | 46 | 45.20 | 22 | 752 | 77.20 |
| Council Bluffs, Iowa. | 1 | 1,380 | 63 | 1,443 | 35 | 111.28 | 30 | 906 | 101.30 |
| Covington, Ky. | 1 | 2,802 | 142 | 2,944 | 13 | 234.96 | 15 | 1,273 | 142.40 |
| Crawfordsville, Ind. | 1 | 635 | 33 | 668 | 4 | 52.80 | 8 | 820 | 90.00 |
| Creighton, Iowa. | 1 | 213 | 16 | 229 | 12 | 18.24 | 30 | 261 | 28.50 |
| Cumberland, Md. | 1 | 1,406 | 66 | 1,472 | 5 | 117.30 | 9 | 667 | 154.10 |
| Dallas, Tex. | 3 | 4,024 | 327 | 4,351 | 46 | 347.44 | 20 | 2,512 | 335.00 |
| Danbury, Conn. | 2 | 1,305 | 77 | 1,382 | ... | 110.56 | 30 | 1,615 | 170.03 |
| Danville, Ill. | 1 | 1,064 | 43 | 1,107 | 3 | 88.48 | 20 | 580 | 75.50 |
| Danville, Pa. | 1 | 438 | 31 | 469 | 5 | 36.96 | 15 | 747 | 76.80 |

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

| Post-office. | Number of messengers employed in special delivery. | Number of special-delivery letters and parcels arriving from other places. | Number of special-delivery letters and parcels deposited for local delivery. | Total special-delivery letters and parcels. | Number of special-delivery letters and parcels that failed of delivery by messengers. | Total amount of compensation to messengers or others for special delivery. | Average time of delivery of special-delivery letters and parcels after their arrival. | Number of special-delivery letters and parcels mailed to other places. | Amount of special-delivery stamps sold. |
|----------------------------|--|--|--|---|---|--|---|--|---|
| | | | | | | | Minutes. | | |
| Danville, Va. | 1 | 853 | 14 | 867 | 5 | \$52.80 | 80 | 342 | \$57.70 |
| Davenport, Iowa. | 1 | 791 | 494 | 1,285 | 8 | | 13 | 585 | 130.00 |
| Dayton, Ohio. | 3 | 7,361 | 693 | 8,014 | 27 | 629.56 | 20 | 4,649 | 778.00 |
| Decatur, Ill. | 1 | 1,240 | 80 | 1,320 | | 103.92 | 20 | 1,063 | 121.90 |
| Decorah, Iowa. | 1 | 79 | 4 | 83 | | | 11 | 161 | 16.10 |
| Defiance, Ohio. | 1 | 268 | 14 | 282 | 1 | 22.40 | 15 | 229 | 36.70 |
| Delaware, Ohio. | 1 | 672 | 31 | 703 | 13 | 56.24 | 14 | 502 | 52.90 |
| Denison, Tex. | 1 | 457 | 43 | 500 | 26 | 39.12 | 10 | 349 | 40.80 |
| Denver, Colo. | 3 | 12,313 | 3,415 | 15,728 | 143 | 1,258.24 | 30 | 4,508 | 850.00 |
| Des Moines, Iowa. | 1 | 4,233 | 744 | 4,977 | 34 | 360.00 | 18 | 1,632 | 302.00 |
| Detroit, Mich. | 9 | 19,104 | 7,723 | 26,827 | 2,004 | 2,146.16 | 20 | 13,948 | 2,245.70 |
| Dixon, Ill. | 1 | 338 | 2 | 340 | 5 | 26.80 | 80 | 387 | 38.70 |
| Dover, N. H. | 1 | 1,151 | 83 | 1,234 | 0 | | 20 | 1,158 | 120.00 |
| Dubuque, Iowa. | 1 | 1,305 | 153 | 1,458 | 3 | 116.56 | 13 | 982 | 116.90 |
| Duluth, Minn. | 1 | 2,968 | 497 | 3,465 | 319 | 277.20 | 20 | 3,617 | 280.00 |
| Dunkirk, N. Y. | 1 | 462 | 38 | 500 | 1 | 40.00 | 26 | 490 | 53.30 |
| Durham, N. C. | 1 | 235 | 7 | 342 | 7 | 14.08 | 27 | 331 | 33.80 |
| East Liverpool, Ohio. | 1 | 867 | 16 | 883 | 2 | 70.64 | 34 | 647 | 107.20 |
| Easton, Pa. | 1 | 2,170 | 293 | 2,463 | 79 | 194.56 | 12 | 2,173 | 259.50 |
| East Orange, N. J. | 1 | 3,018 | 195 | 3,213 | 15 | 255.84 | 25 | 1,798 | 214.60 |
| East St. Louis, Ill. | 1 | 567 | 43 | 610 | 3 | 48.80 | 23 | 390 | 39.00 |
| Eau Claire, Wis. | 1 | 1,053 | 126 | 1,179 | 2 | 94.16 | 27 | 563 | 74.20 |
| Elgin, Ill. | 1 | 841 | 91 | 932 | 58 | 74.56 | 20 | 1,005 | 110.50 |
| Elizabeth, N. J. | 1 | 3,339 | 293 | 3,632 | 115 | 282.96 | 27 | 2,574 | 315.00 |
| Elkhart, Ind. | 1 | 585 | 22 | 607 | 2 | 48.66 | 19 | 365 | 56.90 |
| Elmira, N. Y. | 1 | 3,508 | 244 | 3,752 | 0 | 297.36 | 20 | 1,927 | 215.00 |
| El Paso, Tex. | 1 | 359 | 9 | 368 | 16 | 28.32 | 10 | 191 | 27.70 |
| Elroy, Ohio. | 1 | 517 | 18 | 535 | 8 | 42.24 | 8 | 571 | 64.40 |
| Emporia, Kans. | 1 | 521 | 50 | 571 | 1 | 45.60 | 10 | 537 | 58.70 |
| Englewood, Ill. | 1 | 5,942 | 662 | 6,604 | 576 | 509.20 | 25 | 1,856 | 256.50 |
| Erie, Pa. | 2 | 3,440 | 295 | 3,735 | 66 | 293.76 | 19 | 2,656 | 300.80 |
| Escanaba, Mich. | 1 | 85 | 9 | 94 | | 7.52 | 15 | 89 | 9.70 |
| Eureka, Cal. | 1 | 223 | 15 | 238 | 2 | | 15 | 536 | 53.00 |
| Evansville, Ind. | 1 | 1,865 | 71 | 1,936 | 19 | 153.52 | 12 | 1,319 | 189.00 |
| Evansville, Ind. | 1 | 2,584 | 152 | 2,736 | 2 | 218.88 | 20 | 1,781 | 193.30 |
| Everett, Mass. | 1 | 1,587 | 35 | 1,622 | 21 | 129.52 | 10 | 842 | 73.20 |
| Fall River, Mass. | 1 | 4,240 | 608 | 4,854 | 32 | 352.72 | 8 | 5,101 | 635.10 |
| Fargo, N. Dak. | 1 | 608 | 56 | 664 | 27 | 47.28 | 15 | 245 | 43.60 |
| Faribault, Minn. | 1 | 272 | 4 | 276 | 21 | 15.92 | 28 | 407 | 40.50 |
| Findlay, Ohio. | 1 | 901 | 47 | 948 | 59 | 71.28 | 20 | 446 | 45.70 |
| Fitchburg, Mass. | 1 | 2,114 | 174 | 2,288 | 9 | 182.32 | 13 | 1,634 | 270.70 |
| Flint, Mich. | 1 | 546 | 45 | 591 | 14 | 46.16 | 15 | 438 | 59.30 |
| Flushing, N. Y. | 1 | 1,111 | 31 | 1,142 | 8 | 90.72 | 15 | 1,089 | 109.90 |
| Fond du Lac, Wis. | 1 | 521 | 7 | 528 | 8 | | 26 | 281 | 30.00 |
| Fort Dodge, Iowa. | 1 | 225 | 10 | 235 | 2 | 18.80 | 22 | 217 | 24.60 |
| Fort Madison, Iowa. | 1 | 275 | 11 | 286 | 3 | 15.84 | 30 | 202 | 21.20 |
| Fort Scott, Kans. | 2 | 487 | 12 | 499 | 7 | 39.92 | 25 | 509 | 51.40 |
| Fort Smith, Ark. | 1 | 423 | 18 | 441 | 8 | | 30 | 258 | 28.50 |
| Fort Wayne, Ind. | 2 | 3,270 | 468 | 3,758 | 9 | 253.76 | 13 | 1,582 | 208.70 |
| Fort Worth, Tex. | 1 | 2,973 | 295 | 3,268 | 14 | 261.44 | 20 | 1,833 | 205.00 |
| Fostoria, Ohio. | 1 | 481 | 23 | 504 | 3 | 40.08 | 10 | 641 | 66.20 |
| Frankfort, Ind. | 1 | 442 | 15 | 457 | 3 | 36.48 | 25 | 636 | 67.69 |
| Frankfort, Ky. | 1 | 1,086 | 1 | 1,087 | | 86.96 | 10 | 1,061 | 165.40 |
| Franklin, Pa. | 1 | 592 | 41 | 633 | 7 | 38.88 | 12 | 661 | 72.20 |
| Frederick, Md. | 1 | 967 | 12 | 979 | 4 | 78.16 | 7 | 1,200 | 128.00 |
| Freeport, Ill. | 1 | 665 | 15 | 680 | 10 | 49.76 | 18 | 627 | 63.06 |
| Fremont, Nebr. | 1 | 397 | 12 | 409 | 27 | 12.00 | 25 | 303 | 35.79 |
| Fremont, Ohio. | 1 | 502 | 25 | 527 | | 42.16 | 12 | 502 | 57.40 |
| Fresno, Cal. | 1 | 657 | 83 | 740 | | 3.52 | 15 | 836 | 124.90 |
| Gainesville, Tex. | 1 | 200 | 9 | 209 | 4 | 23.68 | 20 | 206 | 28.70 |
| Galesburg, Ill. | 1 | 1,030 | 130 | 1,160 | | 92.80 | 19 | 1,466 | 161.00 |
| Galveston, Tex. | 1 | 2,904 | 214 | 3,118 | 2 | 249.44 | 25 | 2,125 | 230.20 |
| Geneva, N. Y. | 1 | 899 | 46 | 945 | | 75.60 | 15 | 1,115 | 111.50 |
| Glens Falls, N. Y. | 1 | 790 | 20 | 810 | 50 | 44.48 | 25 | 523 | 70.50 |
| Gloucester, Mass. | 1 | 1,321 | 60 | 1,381 | 51 | 101.88 | 16 | 1,210 | 131.00 |
| Gloverville, N. Y. | 1 | 688 | 62 | 750 | 26 | 59.36 | 15 | 708 | 80.00 |
| Goshen, Ind. | 1 | 358 | 100 | 458 | 16 | 85.04 | 8 | 354 | 44.20 |
| Grand Forks, N. Dak. | 1 | 501 | 20 | 521 | | 41.68 | 8 | 423 | 43.00 |
| Grand Island, Nebr. | 1 | 490 | 10 | 500 | 5 | 39.60 | 10 | 579 | 56.00 |

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

| Post-office. | Number of messengers employed in special delivery. | Number of special-delivery letters and parcels arriving from other places. | Number of special-delivery letters and parcels deposited for local delivery. | Total special-delivery letters and parcels. | Number of special-delivery letters and parcels that failed of delivery by messengers. | Total amount of compensation to messengers or others for special delivery. | Average time of delivery of special-delivery letters and parcels after their arrival. | Number of special-delivery letters and parcels mailed to other places. | Amount of special-delivery stamps sold. |
|----------------------|--|--|--|---|---|--|---|--|---|
| | | | | | | | Minutes. | | |
| Grand Rapids, Mich. | 2 | 5,043 | 341 | 5,384 | 35 | \$416.64 | 18 | 1,276 | \$305.00 |
| Greeley, Colo. | 1 | 111 | 1 | 112 | 6 | 8.56 | 14 | 272 | 27.20 |
| Green Bay, Wis. | 1 | 342 | 29 | 371 | ..... | 29.68 | 18 | 206 | 24.40 |
| Greensboro, N. C. | 1 | 201 | 46 | 247 | 9 | 75.52 | 16 | 786 | 104.60 |
| Greensburg, Pa. | 1 | 51 | 12 | 63 | 3 | 45.58 | 15 | 386 | 34.00 |
| Greenville, S. C. | 1 | 1,154 | 48 | 1,202 | 9 | 96.16 | 18 | 956 | 131.70 |
| Greenville, Miss. | 1 | 383 | ..... | 383 | 6 | 30.16 | 17 | 317 | 35.10 |
| Greenville, S. C. | 1 | 384 | 12 | 396 | 4 | 28.96 | 25 | 402 | 40.00 |
| Guthrie, Okla. | 1 | 535 | 12 | 547 | 6 | 43.20 | 13 | 558 | 64.10 |
| Hackensack, N. J. | 1 | 716 | 16 | 732 | ..... | 56.80 | 13 | 610 | 83.20 |
| Hagerstown, Md. | 1 | 1,293 | 22 | 1,315 | 7 | 105.04 | 20 | 1,218 | 136.60 |
| Hamilton, Ohio | 1 | 1,673 | 287 | 1,960 | 5 | 150.56 | 15 | 2,534 | 218.70 |
| Harrisburg, Pa. | 1 | 619 | 19 | 638 | 34 | 51.04 | 18 | 646 | 71.60 |
| Hartford, Conn. | 4 | 5,624 | 467 | 6,091 | 166 | 467.28 | 10 | 6,023 | 661.00 |
| Hastings, Nebr. | 4 | 12,088 | 2,541 | 14,629 | 501 | 970.32 | 20 | 11,456 | 1,266.00 |
| Haverhill, Mass. | 1 | 295 | 6 | 301 | 6 | ..... | 19 | 800 | 28.40 |
| Hazleton, Pa. | 1 | 3,436 | 684 | 4,120 | 23 | 328.96 | 28 | 4,202 | 478.10 |
| Helena, Mont. | 1 | 593 | 108 | 701 | 2 | 56.08 | 7 | 877 | 127.90 |
| Henderson, Ky. | 1 | 612 | 4 | 616 | 24 | 27.12 | 11 | 442 | 52.00 |
| Hillsdale, Mich. | 1 | 424 | 9 | 433 | 11 | 33.84 | 20 | 304 | 34.80 |
| Hoboken, N. J. | 1 | 277 | 5 | 282 | 1 | 22.56 | 10 | 302 | 30.80 |
| Holyoke, Mass. | 1 | 4,048 | 64 | 4,112 | 107 | 328.96 | 10 | 1,617 | 143.80 |
| Hoosick Falls, N. Y. | 1 | 2,877 | 280 | 3,157 | 12 | 251.60 | 21 | 2,167 | 313.70 |
| Hornellsville, N. Y. | 1 | 375 | 8 | 383 | 11 | 30.56 | 15 | 473 | 71.80 |
| Hort Springs, Ark. | 1 | 679 | 61 | 740 | 15 | 59.20 | 10 | 703 | 76.40 |
| Houston, Tex. | 1 | 1,331 | 14 | 1,345 | 9 | 85.44 | 20 | 964 | 91.70 |
| Hudson, N. Y. | 1 | 3,708 | 277 | 3,985 | 53 | 307.04 | 10 | 1,906 | 311.80 |
| Huntingdon, Pa. | ..... | 775 | 7 | 782 | 3 | ..... | 15 | 857 | 101.00 |
| Huntington, Ind. | 1 | 439 | 19 | 458 | ..... | 26.64 | 20 | 380 | 39.90 |
| Huntington, W. Va. | 1 | 275 | 20 | 295 | ..... | 22.90 | 42 | 287 | 38.40 |
| Huntsville, Ala. | 1 | 493 | 7 | 500 | 17 | 38.72 | 17 | 381 | 37.40 |
| Huron, S. Dak. | 1 | 341 | 3 | 344 | 5 | 27.44 | 16 | 251 | 26.40 |
| Hutchinson, Kans. | 1 | 192 | 11 | 113 | 2 | ..... | 11 | 81 | 12.40 |
| Hyde Park, Mass. | 1 | 585 | 18 | 603 | 9 | 48.24 | 12 | 512 | 51.20 |
| Independence, Iowa. | 1 | 1,203 | 86 | 1,289 | 23 | 101.04 | 18 | 995 | 128.60 |
| Indianapolis, Ind. | 10 | 125 | 3 | 128 | 1 | 10.24 | 20 | 115 | 12.30 |
| Ionia, Mich. | 1 | 18,310 | 12,378 | 30,688 | 36 | 2,452.16 | 18 | 10,739 | 2,266.90 |
| Iowa City, Iowa. | 1 | 224 | 4 | 228 | 4 | 17.02 | 30 | 245 | 25.10 |
| Iron Mountain, Mich. | 1 | 23 | 23 | 353 | 1 | 27.76 | 30 | 1,253 | 156.80 |
| Ironton, Ohio | 1 | 112 | 1 | 113 | 5 | ..... | 18 | 134 | 18.30 |
| Ironwood, Mich. | 1 | 368 | 16 | 384 | 9 | 30.72 | 15 | 267 | 30.00 |
| Ishpeming, Mich. | 1 | 98 | 11 | 109 | 4 | 8.40 | 16 | 180 | 19.10 |
| Ithaca, N. Y. | 2 | 139 | ..... | 139 | 3 | ..... | 18 | 86 | 8.60 |
| Jackson, Mich. | 1 | 1,237 | 178 | 1,415 | 10 | 104.88 | 18 | 1,129 | 130.70 |
| Jackson, Miss. | 1 | 1,286 | 133 | 1,419 | 18 | 55.16 | 20 | 561 | 122.00 |
| Jackson, Tenn. | 1 | 746 | 10 | 756 | ..... | 60.00 | 15 | 782 | 76.20 |
| Jacksonville, Fla. | 1 | 667 | 2 | 669 | ..... | 53.44 | 28 | 494 | 51.30 |
| Jacksonville, Ill. | 1 | 2,935 | 185 | 3,120 | 76 | 249.60 | 40 | 1,633 | 227.00 |
| Jamestown, N. Y. | 1 | 814 | 37 | 851 | 17 | 66.32 | 24 | 801 | 85.90 |
| Janeville, Wis. | 1 | 1,309 | 86 | 1,395 | 4 | 111.60 | 12 | 908 | 121.50 |
| Jefferson City, Mo. | 2 | 546 | 35 | 581 | 6 | 44.64 | 30 | 377 | 75.40 |
| Jeffersonville, Ind. | 1 | 280 | 2 | 282 | 2 | 21.76 | 15 | 433 | 38.50 |
| Jersey City, N. J. | 3 | 367 | 8 | 375 | ..... | 22.80 | 20 | 163 | 24.10 |
| Johnstown, N. Y. | 1 | 11,338 | 576 | 11,914 | 424 | 937.12 | 30 | 8,299 | 941.50 |
| Johnstown, Pa. | 1 | 410 | 4 | 414 | 2 | 15.68 | 19 | 369 | 36.90 |
| Joliet, Ill. | 1 | 1,698 | 223 | 1,921 | 9 | 152.26 | 9 | 1,819 | 208.00 |
| Joplin, Mo. | 1 | 1,026 | 50 | 1,076 | 14 | ..... | 25 | 963 | 113.70 |
| Kalamazoo, Mich. | 1 | 405 | 11 | 416 | 10 | 10.12 | 23 | 301 | 19.30 |
| Kankakee, Ill. | 1 | 1,537 | 87 | 1,624 | 48 | 128.08 | 21 | 795 | 124.00 |
| Kansas City, Kans. | 1 | 351 | 6 | 357 | 5 | 28.48 | 17 | 312 | 49.70 |
| Kansas City, Mo. | 6 | 1,348 | 72 | 1,420 | 72 | 107.84 | 20 | 967 | 101.90 |
| Kearney, Nebr. | 1 | 15,938 | 2,982 | 18,920 | 1,804 | 1,513.00 | 35 | 8,230 | 1,377.60 |
| Keene, N. H. | 1 | 381 | 13 | 394 | 8 | ..... | 17 | 139 | 13.90 |
| Kenton, Ohio | 1 | 860 | 80 | 940 | 36 | 36.24 | 20 | 1,168 | 130.60 |
| Keokuk, Iowa | 1 | 330 | 9 | 339 | ..... | 26.80 | 26 | 293 | 32.00 |
| Knoxville, Tenn. | 1 | 512 | 37 | 549 | 13 | 26.48 | 20 | 314 | 41.50 |
| Kokomo, Ind. | 1 | 2,840 | 289 | 3,129 | ..... | 250.32 | 10 | 1,652 | 190.70 |
| La Crosse, Wis. | 1 | 470 | 21 | 491 | 4 | 38.96 | 28 | 585 | 61.60 |
| | 1 | 1,092 | 126 | 1,218 | 24 | 97.36 | 28 | 877 | 115.00 |

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

| Post-office. | Number of messengers employed in special delivery. | Number of special-delivery letters and parcels arriving from other places. | Number of special-delivery letters and parcels deposited for local delivery. | Total special-delivery letters and parcels. | Number of special-delivery letters and parcels that failed of delivery by messengers. | Total amount of compensation to messengers or others for special delivery. | Average time of delivery of special-delivery letters and parcels after their arrival. | Number of special-delivery letters and parcels mailed to other places. | Amount of special-delivery stamps sold. |
|------------------------------|--|--|--|---|---|--|---|--|---|
| | | | | | | | Minutes | | |
| Lafayette, Ind. | 1 | 2,035 | 559 | 2,594 | 10 | \$207.52 | 20 | 1,722 | \$270.00 |
| Lancaster, Ohio. | 1 | 562 | 48 | 610 | ..... | 48.80 | 7 | 373 | 43.20 |
| Lancaster, Pa. | 1 | 3,874 | 217 | 4,091 | 3 | 327.12 | 12 | 3,010 | 433.30 |
| Lansing, Mich. | 2 | 1,228 | 101 | 1,327 | 47 | 100.50 | 30 | 777 | 87.80 |
| Laporte, Ind. | 1 | 71 | 12 | 83 | 2 | 34.32 | 11 | 300 | 30.00 |
| Laramie, Wyo. .... | ..... | 73 | 2 | 73 | 1 | ..... | 30 | 66 | 7.50 |
| Laredo, Tex. .... | ..... | 73 | ..... | 73 | 1 | 1.50 | 52 | 108 | 10.80 |
| LaSalle, Ill. .... | ..... | 149 | 9 | 158 | ..... | ..... | 34 | 128 | 26.10 |
| Lawrence, Kans. | 1 | 768 | 27 | 796 | ..... | 63.60 | 19 | 640 | 77.50 |
| Lawrence, Mass. | 2 | 3,720 | 465 | 4,185 | 27 | 334.80 | 14 | 4,651 | 489.10 |
| Leadville, Colo. | 1 | 585 | 68 | 653 | 14 | 51.60 | 23 | 323 | 75.00 |
| Leavenworth, Kans. | 1 | 1,140 | 45 | 1,185 | 13 | 93.92 | 7 | 1,050 | 128.10 |
| Lebanon, Pa. | 1 | 830 | 56 | 885 | ..... | 71.52 | 10 | 863 | 99.10 |
| Leominster, Mass. | 3 | 506 | 16 | 522 | 50 | 37.44 | 29 | 490 | 56.00 |
| Lewiston, Me. | 1 | 1,317 | 81 | 1,398 | 23 | 77.84 | 28 | 1,074 | 127.20 |
| Lexington, Ky. | 2 | 4,549 | 157 | 4,706 | 37 | 373.52 | 15 | 4,305 | 399.90 |
| Lima, Ohio. | 1 | 1,475 | 97 | 1,572 | 12 | 125.60 | 11 | 581 | 154.40 |
| Lincoln, Ill. | 2 | 288 | 9 | 297 | 7 | 23.20 | 19 | 240 | 20.60 |
| Lincoln, Nebr. | 2 | 4,292 | 180 | 4,472 | 46 | 354.08 | 28 | 2,359 | 278.10 |
| Little Falls, N. Y. | 1 | 455 | 20 | 475 | 5 | 38.00 | 18 | 517 | 55.80 |
| Little Rock, Ark. | 1 | 2,171 | 172 | 2,343 | 17 | 187.44 | 19 | 1,135 | 175.00 |
| Lock Haven, Pa. | 1 | 767 | 81 | 848 | 1 | 67.60 | 20 | 836 | 89.50 |
| Lockport, N. Y. | 1 | 1,147 | 49 | 1,196 | 8 | 95.00 | 10 | 621 | 119.00 |
| Logansport, Ind. | 1 | 1,107 | 56 | 1,163 | 15 | 92.40 | 16 | 1,406 | 144.00 |
| Long Island City, N. Y. | 1 | 1,432 | 21 | 1,453 | 14 | 49.04 | 23 | 968 | 101.20 |
| Los Angeles, Cal. | 3 | 0,772 | 818 | 7,590 | 49 | 603.28 | 20 | 4,732 | 505.00 |
| Louisiana, Mo. | 1 | 189 | 5 | 194 | 1 | 15.44 | 20 | 379 | 46.40 |
| Louisville, Ky. | 10 | 17,663 | 3,244 | 20,907 | 2,238 | 1,650.40 | 22 | 11,264 | 1,405.20 |
| Lowell, Mass. | 3 | 8,565 | 2,280 | 10,845 | 193 | 867.60 | 15 | 10,161 | 1,058.30 |
| Lynchburg, Va. | 1 | 2,025 | 33 | 2,058 | 8 | 164.64 | 12 | 1,807 | 185.00 |
| Lynn, Mass. | 2 | 8,502 | 1,238 | 9,740 | 333 | 775.68 | 14 | 7,398 | 857.50 |
| McKeesport, Pa. | 1 | 1,726 | 220 | 1,946 | 4 | 155.68 | 14 | 2,013 | 214.80 |
| Macon, Ga. | 1 | 3,574 | 204 | 3,778 | 42 | 299.60 | 14 | 2,084 | 232.50 |
| Madison, Ind. | 1 | 331 | 3 | 334 | 3 | 26.64 | 13 | 420 | 44.10 |
| Madison, Wis. | 1 | 1,470 | 74 | 1,544 | ..... | 123.52 | 15 | 1,680 | 170.50 |
| Mahanoy City, Pa. .... | ..... | 294 | 10 | 304 | ..... | ..... | 18 | 209 | 30.90 |
| Malden, Mass. | 2 | 4,151 | 248 | 4,399 | 206 | 351.92 | 19 | 2,108 | 278.90 |
| Manchester, N. H. | 1 | 4,523 | 325 | 4,848 | 25 | 329.00 | 11 | 2,303 | 275.00 |
| Manatee, Mich. .... | ..... | 161 | 4 | 165 | 1 | ..... | 27 | 156 | 15.60 |
| Manitowoc, Wis. | 1 | 231 | 3 | 234 | ..... | 18.72 | 15 | 352 | 35.20 |
| Mankato, Minn. | 1 | 540 | 20 | 560 | ..... | 44.80 | 14 | 356 | 36.20 |
| Mansfield, Ohio. | 1 | 1,247 | 58 | 1,305 | 4 | 104.24 | 17 | 2,673 | 296.70 |
| Marietta, Ohio. | 1 | 696 | 104 | 800 | 3 | 60.80 | 15 | 684 | 81.40 |
| Marionette, Wis. .... | ..... | 144 | 2 | 146 | 6 | ..... | 12 | 174 | 17.40 |
| Marion, Ind. | 1 | 813 | 143 | 956 | 1 | 76.48 | 21 | 786 | 80.00 |
| Marion, Ohio. | 1 | 472 | 35 | 507 | 8 | 36.96 | 27 | 468 | 47.60 |
| Marlboro, Mass. | 1 | 911 | 19 | 930 | 3 | 74.00 | 13 | 984 | 105.60 |
| Marquette, Mich. .... | ..... | 290 | 1 | 291 | 3 | ..... | 15 | 181 | 20.40 |
| Marshalltown, Iowa. | 1 | 384 | 26 | 410 | 8 | 17.76 | 11 | 297 | 32.30 |
| Mason City, Iowa. | 1 | 188 | 6 | 194 | 4 | 15.52 | 10 | 187 | 19.80 |
| Massillon, Ohio. | 1 | 744 | 22 | 766 | 4 | 60.06 | 25 | 802 | 66.80 |
| Mattoon, Ill. .... | ..... | 336 | 7 | 343 | 3 | 27.44 | 30 | 230 | 24.70 |
| Maysville, Ky. .... | ..... | 495 | 1 | 496 | 19 | 37.92 | 19 | 496 | 55.60 |
| Meadville, Pa. .... | ..... | 1,047 | 131 | 1,178 | 58 | 94.24 | 11 | 1,008 | 112.90 |
| Medford, Mass. .... | ..... | 1,284 | 223 | 1,507 | 41 | 117.28 | 19 | 953 | 132.20 |
| Media, Pa. | 1 | 523 | 13 | 536 | 3 | 42.64 | 10 | 1,780 | 177.20 |
| Melrose, Mass. | 1 | 1,418 | 63 | 1,481 | 1 | 118.48 | 10 | 991 | 100.00 |
| Memphis, Tenn. | 2 | 6,169 | 829 | 6,998 | 120 | 555.60 | 21 | 4,374 | 509.80 |
| Monominee, Mich. .... | ..... | 169 | 1 | 170 | 2 | ..... | 15 | 195 | 19.50 |
| Meriden, Conn. | 6 | 2,630 | 111 | 2,741 | 41 | 218.72 | 15 | 1,680 | 284.70 |
| Meridian, Miss. | 1 | 571 | 4 | 575 | ..... | 46.00 | 15 | 444 | 47.70 |
| Michigan City, Ind. | 1 | 293 | 23 | 316 | 4 | 24.96 | 20 | 417 | 49.40 |
| Middleboro, Mass. | 1 | 525 | ..... | 525 | 3 | 41.76 | 13 | 757 | 91.90 |
| Middletown, Conn. | 2 | 1,667 | 43 | 1,710 | 42 | 133.28 | 18 | 1,817 | 184.50 |
| Middletown, N. Y. | 1 | 1,097 | 85 | 1,182 | 6 | 94.08 | 11 | 902 | 93.50 |
| Middletown, Ohio. | 1 | 512 | 8 | 520 | 5 | 41.44 | 10 | 501 | 50.00 |
| Millford, Mass. | 1 | 522 | | 522 | 5 | 40.48 | 9 | 544 | 67.60 |
| Millville, N. J. | 1 | 253 | | 253 | | 19.84 | 31 | 237 | 25.70 |

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|---------------------------|--|--|--|---|---|--|---|--|---|
| | | | | | | | Minutes | | |
| Milwaukee, Wis. | 5 | 13, 686 | 3, 195 | 16, 281 | 1, 000 | \$1, 302. 48 | 22 | 10, 218 | \$1, 500. 00 |
| Minneapolis, Minn. | 21 | 20, 238 | 10, 784 | 31, 022 | 100 | 2, 473. 28 | 22 | 12, 845 | 2, 450. 00 |
| Mitchell, S. Dak. | 1 | 110 | 14 | 124 | 3 | 8. 84 | 5 | 112 | 12. 60 |
| Moberly, Mo. | 1 | 307 | 8 | 315 | ..... | 25. 12 | 13 | 392 | 42. 50 |
| Mobile, Ala. | 1 | 2, 196 | 749 | 2, 945 | 20 | 233. 60 | 22 | 1, 080 | 221. 60 |
| Moline, Ill. | 1 | 340 | 36 | 378 | 8 | 3. 36 | 14 | 456 | 47. 90 |
| Monmouth, Ill. | 1 | 306 | 12 | 318 | 3 | 23. 92 | 13 | 322 | 31. 00 |
| Montclair, N. J. | 1 | 1, 665 | 90 | 1, 755 | 15 | 139. 20 | 19 | 1, 358 | 150. 80 |
| Montgomery, Ala. | 1 | 2, 323 | 32 | 2, 355 | 11 | 187. 48 | 11 | 1, 360 | 120. 60 |
| Montpelier, Vt. | 1 | 499 | 17 | 516 | 4 | 40. 96 | 14 | 277 | 47. 00 |
| Morristown, N. J. | 4 | 1, 935 | 137 | 2, 072 | 156 | 153. 28 | 18 | 2, 054 | 232. 70 |
| Mount Pleasant, Iowa | 1 | 185 | 4 | 189 | 9 | 6. 88 | 19 | 175 | 17. 90 |
| Mount Vernon, N. Y. | 1 | 1, 971 | 138 | 2, 109 | 26 | 166. 64 | 38 | 1, 687 | 285. 80 |
| Mount Vernon, Ohio. | 1 | 479 | 25 | 504 | 4 | 40. 16 | 13 | 506 | 51. 60 |
| Muncie, Ind. | 1 | 1, 155 | 86 | 1, 241 | 26 | 90. 48 | 24 | 1, 485 | 154. 40 |
| Muscatine, Iowa | 1 | 232 | 11 | 243 | 7 | ..... | 33 | 87 | 8. 70 |
| Muskegon, Mich. | 1 | 527 | 48 | 575 | 6 | 45. 28 | 13 | 187 | 18. 70 |
| Nanticoke, Pa. | 1 | 91 | ..... | 91 | ..... | 7. 28 | 20 | 74 | 7. 40 |
| Nashua, N. H. | 2 | 1, 931 | 93 | 2, 024 | 15 | 160. 72 | 18 | 1, 622 | 213. 20 |
| Nashville, Tenn. | 3 | 9, 497 | 560 | 10, 057 | 36 | 802. 84 | 30 | 5, 166 | 490. 80 |
| Natchez, Miss. | 1 | 488 | 23 | 511 | 6 | 40. 56 | 13 | 407 | 41. 00 |
| Natick, Mass. | 1 | 988 | ..... | 988 | 37 | ..... | 10 | 1, 130 | 150. 50 |
| Nebraska City, Nebr. | 1 | 247 | 21 | 268 | 0 | 21. 36 | 13 | 165 | 86. 30 |
| Nevada, Mo. | 1 | 188 | 5 | 193 | 9 | ..... | 14 | 159 | 21. 80 |
| New Albany, Ind. | 1 | 873 | 26 | 899 | 1 | 71. 92 | 19 | 487 | 61. 20 |
| Newark, N. J. | 22 | 18, 423 | 3, 840 | 22, 272 | 470 | 1, 757. 68 | 27 | 13, 632 | 1, 925. 00 |
| Newark, N. Y. | 1 | 170 | 8 | 178 | 7 | 12. 32 | 11 | 329 | 34. 10 |
| Newark, Ohio. | 1 | 768 | 42 | 810 | ..... | 64. 80 | 27 | 715 | 73. 20 |
| New Bedford, Mass. | 2 | 4, 924 | 562 | 5, 486 | 5 | 438. 54 | 16 | 4, 337 | 625. 00 |
| New Brighton, N. Y. | 1 | 1, 394 | 52 | 1, 446 | 12 | 114. 72 | 21 | 1, 003 | 131. 60 |
| New Britain, Conn. | 1 | 1, 877 | 153 | 2, 030 | ..... | 162. 40 | 17 | 2, 382 | 271. 60 |
| New Brunswick, N. J. | 1 | 2, 185 | 158 | 2, 343 | 4 | 187. 12 | 34 | 2, 036 | 219. 60 |
| Newburg, N. Y. | 1 | 1, 990 | 176 | 2, 166 | 5 | 172. 72 | 16 | 2, 247 | 264. 10 |
| Newburyport, Mass. | 1 | 1, 805 | 150 | 1, 955 | 12 | 156. 00 | 13 | 1, 413 | 186. 70 |
| Newcastle, Pa. | 1 | 1, 447 | 213 | 1, 660 | 28 | 132. 56 | 13 | 1, 589 | 184. 90 |
| New Haven, Conn. | 5 | 14, 682 | 2, 931 | 17, 613 | 675 | 1, 408. 56 | 20 | 16, 672 | 2, 018. 50 |
| New London, Conn. | 1 | 2, 328 | 335 | 2, 663 | 4 | 212. 48 | 20 | 2, 817 | 274. 50 |
| New Orleans, La. | 32 | 24, 994 | 15, 508 | 40, 502 | 62 | 3, 240. 16 | 36 | 13, 335 | 2, 896. 00 |
| Newport, Ky. | 1 | 1, 150 | 42 | 1, 192 | 7 | 95. 36 | 15 | 688 | 85. 00 |
| Newport, R. I. | 2 | 4, 494 | 378 | 4, 872 | 174 | 375. 84 | 12 | 5, 889 | 658. 70 |
| New Rochelle, N. Y. | 1 | 1, 361 | 65 | 1, 426 | 103 | 105. 84 | 20 | 1, 769 | 194. 00 |
| Newton, Kans. | 1 | 288 | ..... | 288 | ..... | 23. 04 | 30 | 206 | 20. 80 |
| Newton, Mass. | 1 | 1, 753 | 88 | 1, 841 | 3 | 142. 98 | 15 | 1, 319 | 161. 70 |
| New Whatcom, Wash. | 1 | 85 | 6 | 91 | 3 | ..... | 30 | 91 | 9. 20 |
| New York, N. Y. | 254 | 275, 954 | 184, 079 | 460, 033 | 43, 624 | 36, 307. 20 | 31 | 323, 605 | 40, 502. 00 |
| Niagara Falls, N. Y. | 1 | 1, 215 | 27 | 1, 242 | 25 | 99. 36 | 19 | 2, 084 | 207. 50 |
| Norfolk, Va. | 2 | 4, 106 | 478 | 4, 584 | 47 | 366. 52 | 13 | 5, 258 | 426. 00 |
| Norristown, Pa. | 1 | 1, 323 | 128 | 1, 451 | ..... | 116. 08 | 15 | 1, 644 | 171. 40 |
| North Adams, Mass. | 1 | 1, 463 | 86 | 1, 549 | 22 | 122. 16 | 20 | 1, 518 | 191. 70 |
| Northampton, Mass. | 1 | 2, 617 | 215 | 2, 832 | ..... | 226. 56 | 16 | 5, 012 | 302. 50 |
| Norwalk, Conn. | 1 | 850 | 36 | 886 | ..... | 70. 88 | 20 | 1, 050 | 120. 00 |
| Norwalk, Ohio. | 2 | 580 | 10 | 590 | 0 | 44. 18 | 10 | 228 | 23. 10 |
| Norwich, Conn. | 1 | 2, 379 | 585 | 2, 964 | 68 | 236. 64 | 18 | 2, 838 | 295. 50 |
| Norwich, N. Y. | 1 | 316 | 12 | 328 | ..... | 26. 24 | 10 | 357 | 36. 00 |
| Oakland, Cal. | 4 | 9, 023 | 2, 107 | 11, 130 | 9 | 889. 68 | 27 | 6, 459 | 931. 30 |
| Onk Park, Ill. | 1 | 834 | 20 | 854 | 5 | 68. 08 | 28 | 396 | 59. 30 |
| Oberlin, Ohio. | 2 | 523 | 14 | 537 | ..... | 42. 96 | 14 | 604 | 91. 40 |
| Ogden, Utah. | 1 | 473 | 60 | 533 | 61 | 42. 56 | 115 | 318 | 33. 60 |
| Ogdensburg, N. Y. | 1 | 426 | 8 | 434 | ..... | 34. 72 | 12 | 306 | 30. 30 |
| Oil City, Pa. | 1 | 779 | 85 | 864 | ..... | 60. 12 | 15 | 691 | 78. 90 |
| Oklahoma, Okla. | 1 | 382 | 20 | 402 | 7 | 17. 28 | 20 | 227 | 26. 20 |
| Olean, N. Y. | 1 | 785 | 31 | 816 | 12 | 63. 36 | 10 | 819 | 83. 60 |
| Olympia, Wash. | 1 | 201 | 9 | 210 | 1 | 16. 64 | 25 | 251 | 50. 10 |
| Omaha, Nebr. | 2 | 9, 126 | 639 | 9, 765 | 65 | 709. 68 | 20 | 6, 850 | 698. 20 |
| Oneida, N. Y. | 1 | 429 | 11 | 440 | 65 | 6. 56 | 17 | 406 | 55. 00 |
| Oneonta, N. Y. | 1 | 385 | 22 | 407 | 22 | ..... | 10 | 354 | 43. 00 |
| Orange, N. J. | 1 | 2, 432 | 93 | 2, 525 | 79 | 198. 48 | 20 | 2, 039 | 227. 50 |
| Oshkosh, Wis. | 1 | 1, 244 | 320 | 1, 564 | 9 | 124. 88 | 20 | 842 | 135. 60 |
| Oskaloosa, Iowa. | 1 | 325 | 13 | 338 | 6 | ..... | 13 | 120 | 13. 00 |

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

| Post-office. | Number of messengers employed in special delivery. | Number of special-delivery letters and parcels arriving from other places. | Number of special-delivery letters and parcels deposited for local delivery. | Total special-delivery letters and parcels. | Number of special-delivery letters and parcels that failed of delivery by messengers. | Total amount of compensation to messengers or others for special delivery. | Average time of delivery of special-delivery letters and parcels after their arrival. | Number of special-delivery letters and parcels mailed to other places. | Amount of special-delivery stamps sold. |
|----------------------|--|--|--|---|---|--|---|--|---|
| | | | | | | | Minutes | | |
| Oswego, N. Y. | 1 | 1,341 | 63 | 1,404 | 20 | \$106.56 | 15 | 1,564 | \$175.00 |
| Ottawa, Ill. | 1 | 496 | 23 | 521 | 11 | 20.24 | 15 | 380 | 29.20 |
| Ottawa, Kans. | 1 | 262 | ..... | 262 | 2 | 20.80 | 21 | 323 | 32.30 |
| Ottumwa, Iowa. | 1 | 806 | 126 | 932 | ..... | 74.48 | 14 | 818 | 91.30 |
| Owego, N. Y. | 1 | 347 | 9 | 356 | ..... | 28.48 | 15 | 235 | 23.80 |
| Owensboro, Ky. | 1 | 521 | 16 | 537 | 3 | 42.48 | 10 | 456 | 49.20 |
| Owosso, Mich. | 1 | 369 | 19 | 388 | 4 | 31.04 | 12 | 311 | 40.30 |
| Paducah, Ky. | 1 | 898 | 28 | 926 | 1 | 74.08 | 21 | 789 | 52.90 |
| Painesville, Ohio | 1 | 552 | 33 | 585 | ..... | 40.40 | 10 | 585 | 63.60 |
| Paris, Tex. | 1 | 617 | 5 | 622 | 27 | 41.52 | 21 | 318 | 32.60 |
| Parkersburg, W. Va. | 1 | 1,865 | 62 | 1,427 | 7 | 114.16 | 10 | 1,038 | 107.90 |
| Parsons, Kans. | 1 | 312 | 12 | 324 | 15 | 22.24 | 17 | 259 | 29.50 |
| Passadena, Cal. | 2 | 508 | 50 | 558 | 54 | 34.96 | 24 | 510 | 62.20 |
| Passaic, N. J. | 1 | 865 | 41 | 906 | ..... | 72.48 | 17 | 1,307 | 134.90 |
| Paterson, N. J. | 1 | 3,929 | 301 | 4,230 | ..... | 336.64 | 15 | 4,150 | 564.10 |
| Pawtucket, R. I. | 1 | 2,249 | 94 | 2,343 | 66 | 182.16 | 25 | 1,309 | 261.10 |
| Peabody, Mass. | 1 | 899 | 25 | 924 | 32 | 71.04 | 5 | 597 | 62.90 |
| Peekskill, N. Y. | 1 | 792 | 27 | 819 | 5 | 65.12 | 15 | 739 | 86.10 |
| Pekin, Ill. | 1 | 198 | 10 | 208 | 4 | 16.40 | 24 | 809 | 83.90 |
| Pensacola, Fla. | ..... | 578 | 29 | 607 | 3 | ..... | 20 | 689 | 71.80 |
| Peoria, Ill. | 2 | 4,266 | 564 | 4,830 | 6 | 378.04 | 25 | 2,779 | 353.10 |
| Perrin, N. J. | 1 | 489 | 5 | 494 | 3 | 39.28 | 10 | 574 | 57.40 |
| Perrin, Ind. | 1 | 437 | 6 | 443 | 4 | 35.44 | 19 | 480 | 52.00 |
| Petersburg, Va. | 1 | 1,851 | 50 | 1,901 | 9 | 152.08 | 17 | 926 | 115.20 |
| Philadelphia, Pa. | 75 | 134,928 | 56,603 | 191,431 | 12,351 | 15,109.04 | 26 | 95,560 | 17,800.00 |
| Phoenix, Ariz. | ..... | 142 | 1 | 143 | 17 | 11.28 | 60 | 161 | 18.00 |
| Pine Bluff, Ark. | ..... | 562 | 6 | 568 | 8 | ..... | 25 | 534 | 54.60 |
| Piqua, Ohio | 1 | 705 | 55 | 760 | 15 | 68.00 | 14 | 1,128 | 116.20 |
| Pittsburg, Pa. | 20 | 37,680 | 27,450 | 65,136 | 4,905 | 5,225.28 | 21 | 27,850 | 7,600.00 |
| Pittsfield, Mass. | 1 | 2,083 | 89 | 2,172 | 54 | 169.44 | 15 | 2,054 | 211.00 |
| Pittston, Pa. | 1 | 1,027 | 19 | 1,046 | 17 | 50.72 | 13 | 1,553 | 75.00 |
| Plainfield, N. J. | 1 | 1,812 | 26 | 1,838 | 11 | 137.48 | 16 | 1,594 | 173.90 |
| Plattsburg, N. Y. | 1 | 522 | 33 | 555 | 7 | 44.40 | 29 | 378 | 53.40 |
| Plymouth, Mass. | 1 | 902 | 50 | 952 | 7 | 75.60 | 12 | 1,705 | 174.30 |
| Pontiac, Mich. | 1 | 347 | 7 | 354 | 22 | ..... | ..... | 329 | 51.70 |
| Port Chester, N. Y. | 1 | 673 | 13 | 686 | 2 | 54.72 | 15 | 637 | 41.00 |
| Port Huron, Mich. | 1 | 725 | 17 | 742 | 2 | 59.20 | 20 | 683 | 81.40 |
| Port Jervis, N. Y. | ..... | 390 | 18 | 408 | ..... | ..... | 16 | 475 | 47.50 |
| Portland, Me. | 3 | 7,897 | 2,095 | 9,992 | 590 | 793.36 | 77 | 4,488 | 758.75 |
| Portland, Oreg. | 3 | 6,062 | 692 | 6,754 | 43 | 537.28 | 25 | 2,220 | 319.50 |
| Portsmouth, N. H. | 1 | 1,473 | 28 | 1,501 | 23 | 118.24 | 7 | 986 | 143.40 |
| Portsmouth, Ohio | 1 | 827 | 35 | 862 | ..... | 68.96 | 5 | 719 | 80.70 |
| Portsmouth, Va. | 1 | 780 | 23 | 809 | 6 | 64.72 | 12 | 672 | 65.70 |
| Port Townsend, Wash. | ..... | 94 | 4 | 98 | 2 | ..... | 26 | 36 | 3.70 |
| Pottatown, Pa. | 1 | 748 | 20 | 768 | 1 | 61.36 | 10 | 731 | 95.90 |
| Pottsville, Pa. | 1 | 1,490 | 99 | 1,598 | 14 | 127.04 | 18 | 2,056 | 215.40 |
| Poughkeepsie, N. Y. | 1 | 3,631 | 274 | 3,305 | 311 | 244.56 | 17 | 3,435 | 381.90 |
| Princeton, N. J. | 1 | 1,444 | 48 | 1,492 | 25 | 116.56 | 15 | 1,859 | 180.00 |
| Providence, R. I. | 9 | 20,655 | 4,318 | 24,973 | 1,897 | 1,997.84 | 38 | 8,330 | 2,426.20 |
| Pueblo, Colo. | 1 | 1,171 | 99 | 1,270 | 20 | 100.16 | 15 | 901 | 91.20 |
| Quincy, Ill. | 1 | 1,568 | 196 | 1,764 | ..... | 141.12 | 20 | 1,252 | 167.50 |
| Quincy, Mass. | 1 | 1,450 | 118 | 1,568 | 11 | 125.44 | 16 | 1,400 | 151.20 |
| Racine, Wis. | 1 | 1,073 | 87 | 1,160 | 8 | 92.80 | 11 | 1,097 | 215.00 |
| Raleigh, N. C. | 1 | 1,337 | 28 | 1,365 | 5 | 108.92 | 15 | 1,002 | 103.00 |
| Reading, Pa. | 2 | 3,935 | 474 | 4,409 | 38 | 350.88 | 15 | 2,279 | 185.70 |
| Red Wing, Minn. | 1 | 383 | 40 | 423 | 6 | 34.08 | 21 | 631 | 63.10 |
| Richmond, Ind. | 1 | 2,041 | 114 | 2,155 | 2 | 161.60 | 15 | 1,301 | 206.00 |
| Richmond, Va. | 4 | 11,022 | 966 | 11,988 | 77 | 939.04 | 10 | 6,361 | 702.60 |
| Riverside, Cal. | ..... | 315 | 4 | 319 | 11 | ..... | 22 | 505 | 50.30 |
| Ronanoke, Va. | 1 | 1,410 | 53 | 1,463 | 13 | 117.04 | 15 | 1,462 | 147.90 |
| Rochester, Minn. | 1 | 179 | 9 | 188 | 1 | 14.96 | 12 | 124 | 17.00 |
| Rochester, N. Y. | 7 | 15,720 | 4,836 | 20,556 | 1,200 | 1,644.48 | 19 | 11,879 | 1,850.00 |
| Rockford, Ill. | 1 | 1,459 | 133 | 1,592 | ..... | 127.36 | 14 | 899 | 143.90 |
| Rock Island, Ill. | 1 | 746 | 34 | 780 | ..... | 62.40 | 10 | 440 | 45.00 |
| Rockland, Me. | ..... | 563 | 21 | 587 | 1 | ..... | 20 | 643 | 84.30 |
| Rome, Ga. | 1 | 730 | 9 | 739 | 6 | 58.72 | 29 | 520 | 64.50 |
| Rome, N. Y. | ..... | 592 | 18 | 610 | 16 | ..... | 11 | 607 | 62.50 |
| Rutland, Vt. | 1 | 1,227 | 33 | 1,260 | 14 | 100.80 | 12 | 446 | 45.70 |
| Sacramento, Cal. | 2 | 3,742 | 670 | 4,421 | 9 | 353.28 | 16 | 3,412 | 435.00 |

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

| Post-office. | Number of messengers employed in special delivery. | Number of special-delivery letters and parcels arriving from other places. | Number of special-delivery letters and parcels deposited for local delivery. | Total special-delivery letters and parcels. | Number of special-delivery letters and parcels that failed of delivery by messengers. | Total amount of compensation to messengers or others for special delivery. | Average time of delivery of special-delivery letters and parcels after their arrival. | Number of special-delivery letters and parcels mailed to other places. | Amount of special-delivery stamps sold. |
|-------------------------------|--|--|--|---|---|--|---|--|---|
| Saginaw, East Side, Mich..... | 1 | 1,846 | 145 | 1,991 | 19 | \$158.64 | 10 | 1,737 | \$155.90 |
| Saginaw, West Side, Mich..... | 1 | 565 | 21 | 586 | 5 | 46.88 | 14 | 259 | 25.40 |
| St. Albans, Vt..... | 1 | 503 | 27 | 530 | 5 | 39.76 | 9 | 526 | 51.90 |
| St. Cloud, Minn..... | 1 | 436 | 62 | 498 | 4 | 39.84 | 42 | 767 | 68.90 |
| St. Johnsbury, Vt..... | 2 | 348 | 26 | 374 | 6 | 9.36 | 18 | 260 | 40.60 |
| St. Joseph, Mo..... | 2 | 4,484 | 434 | 4,918 | 47 | 393.44 | 13 | 2,494 | 364.20 |
| St. Louis, Mo..... | 47 | 32,099 | 5,972 | 38,071 | 5,020 | 3,008.96 | 23 | 12,753 | 1,963.50 |
| St. Paul, Minn..... | 7 | 17,571 | 6,809 | 24,380 | 296 | 1,949.48 | 20 | 8,316 | 1,934.40 |
| Salem, Mass..... | 2 | 3,968 | 978 | 4,966 | 94 | 397.28 | 10 | 4,474 | 545.20 |
| Salem, Ohio..... | 1 | 652 | 9 | 661 | 13 | 51.68 | 36 | 835 | 83.80 |
| Salem, Oreg..... | 1 | 417 | 29 | 446 | 1 | 35.60 | 20 | 453 | 70.30 |
| Salina, Kans..... | 3 | 571 | 12 | 583 | 1 | 41.36 | 12 | 314 | 38.50 |
| Salt Lake City, Utah..... | 1 | 2,240 | 226 | 2,466 | 14 | 197.28 | 12 | 832 | 105.00 |
| San Antonio, Tex..... | 1 | 3,527 | 301 | 3,828 | 42 | 302.96 | 20 | 1,483 | 158.70 |
| San Bernardino, Cal..... | 1 | 322 | 12 | 334 | 9 | 26.48 | 14 | 465 | 57.80 |
| San Diego, Cal..... | 1 | 951 | 50 | 1,001 | 47 | 74.08 | 13 | 765 | 86.70 |
| Sandusky, Ohio..... | 1 | 972 | 178 | 1,150 | ..... | 92.00 | 29 | 834 | 119.20 |
| San Francisco, Cal..... | 48 | 38,925 | 22,420 | 61,345 | 3,807 | 4,907.60 | 27 | 7,933 | 3,101.30 |
| San Jose, Cal..... | 1 | 3,309 | 161 | 3,470 | 53 | 273.84 | 20 | 3,047 | 403.60 |
| Santa Barbara, Cal..... | 2 | 810 | 28 | 838 | 24 | 27.04 | 22 | 340 | 45.50 |
| Santa Cruz, Cal..... | 1 | 616 | 37 | 653 | 2 | 52.08 | 21 | 593 | 81.20 |
| Santa Rosa, Cal..... | 1 | 523 | 6 | 529 | 6 | 42.08 | 10 | 606 | 59.80 |
| Saratoga Springs, N. Y..... | 2 | 3,220 | 65 | 3,285 | 26 | 198.24 | 21 | 2,890 | 386.70 |
| Savannah, Ga..... | 1 | 3,684 | 318 | 4,002 | 52 | 312.00 | 10 | 2,198 | 251.60 |
| Schenectady, N. Y..... | 1 | 1,515 | 33 | 1,548 | 7 | 123.28 | 30 | 1,283 | 130.00 |
| Scranton, Pa..... | 3 | 3,927 | 560 | 4,487 | 20 | 358.96 | 14 | 4,539 | 435.30 |
| Seattle, Wash..... | 1 | 2,518 | 249 | 2,767 | 142 | 210.00 | 23 | 2,049 | 198.60 |
| Sedalia, Mo..... | 1 | 743 | 25 | 768 | ..... | 61.44 | 14 | 691 | 71.70 |
| Selma, Ala..... | 1 | 516 | 9 | 525 | 6 | 18.24 | 23 | 297 | 41.70 |
| Seneca Falls, N. Y..... | 1 | 389 | 14 | 403 | 1 | ..... | 10 | 400 | 44.30 |
| Shamokin, Pa..... | 1 | 453 | 12 | 465 | 9 | 36.88 | 14 | 572 | 53.40 |
| Sharon, Pa..... | 1 | 503 | 29 | 532 | 2 | 42.24 | 12 | 486 | 62.80 |
| Sheboygan, Wis..... | 1 | 401 | 18 | 419 | 3 | 31.20 | 10 | 611 | 83.10 |
| Shelbyville, Ind..... | 1 | 307 | 14 | 321 | 26 | 23.60 | 25 | 459 | 47.70 |
| Shenandoah, Pa..... | ..... | 290 | 3 | 299 | 2 | ..... | 12 | 391 | 39.10 |
| Sherman, Tex..... | ..... | 410 | 14 | 433 | 5 | ..... | 15 | 409 | 42.90 |
| Shreveport, La..... | ..... | 558 | 8 | 566 | 2 | ..... | 20 | 246 | 49.70 |
| Sidney, Ohio..... | 1 | 369 | 6 | 375 | 9 | 29.92 | 30 | 255 | 26.00 |
| Sing Sing, N. Y..... | 1 | 717 | ..... | 717 | 10 | 56.56 | 22 | 783 | 78.30 |
| Sioux City, Iowa..... | 2 | 3,107 | 179 | 3,286 | 42 | 259.76 | 13 | 1,636 | 181.50 |
| Sionx Falls, S. Dak..... | 1 | 876 | 50 | 926 | 11 | 25.84 | 20 | 704 | 85.20 |
| South Bend, Ind..... | 2 | 1,274 | 104 | 1,378 | 11 | 109.60 | 15 | 1,418 | 181.00 |
| South Bethlehem, Pa..... | 1 | 840 | 20 | 870 | 1 | 68.64 | 13 | 784 | 87.10 |
| South Framingham, Mass..... | 1 | 944 | 46 | 990 | 3 | 78.96 | 13 | 1,210 | 128.00 |
| South Norwalk, Conn..... | 1 | 843 | 39 | 882 | 1 | 70.56 | 25 | 1,181 | 140.00 |
| South Omaha, Nebr..... | 1 | 543 | 13 | 556 | 8 | 40.40 | 35 | 1,849 | 187.30 |
| Spokane, Wash..... | 1 | 1,336 | 97 | 1,433 | 97 | 112.64 | 12 | 575 | 63.00 |
| Springfield, Ill..... | 1 | 2,094 | 221 | 2,315 | 99 | 183.44 | 13 | 1,513 | 175.00 |
| Springfield, Mass..... | 6 | 12,174 | 2,265 | 14,439 | 3 | 1,154.88 | 12 | 8,331 | 1,811.60 |
| Springfield, Mo..... | 2 | 1,076 | 36 | 1,112 | 19 | 82.40 | 20 | 724 | 72.40 |
| Springfield, Ohio..... | 1 | 3,121 | 290 | 3,411 | 2 | 272.72 | 23 | 3,023 | 352.10 |
| Stamford, Conn..... | 1 | 2,096 | 117 | 2,213 | 131 | 166.56 | 14 | 2,542 | 260.03 |
| Staunton, Va..... | 1 | 1,089 | 84 | 1,173 | 7 | 93.28 | 15 | 801 | 105.00 |
| Sterling, Ill..... | ..... | 142 | 1 | 143 | 4 | ..... | 17 | 189 | 19.00 |
| Steubenville, Ohio..... | 1 | 1,155 | 64 | 1,219 | ..... | 96.88 | 20 | 1,100 | 160.60 |
| Stevens Point, Wis..... | ..... | 177 | 32 | 209 | 11 | 3.84 | 23 | 161 | 19.30 |
| Stillwater, Minn..... | 1 | 624 | 49 | 673 | ..... | 53.84 | 11 | 764 | 91.20 |
| Stockton, Cal..... | 1 | 1,273 | 27 | 1,300 | ..... | 104.00 | 15 | 836 | 132.30 |
| Streator, Ill..... | ..... | 417 | 11 | 428 | 2 | ..... | 9 | 367 | 36.80 |
| Syracuse, N. Y..... | 5 | 11,653 | 4,907 | 16,560 | 726 | 1,324.80 | 14 | 11,489 | 1,657.50 |
| Tacoma, Wash..... | ..... | 1,371 | 147 | 1,518 | 55 | 121.44 | 14 | 997 | 123.30 |
| Taunton, Mass..... | 1 | 2,168 | 294 | 2,462 | ..... | 196.90 | 17 | 2,191 | 315.30 |
| Terre Haute, Ind..... | 1 | 3,459 | 319 | 3,778 | 45 | 302.08 | 23 | 2,302 | 315.00 |
| Tiffin, Ohio..... | 1 | 664 | 34 | 698 | 7 | 55.44 | 18 | 479 | 58.60 |
| Titusville, Pa..... | 1 | 691 | 41 | 732 | | 58.56 | 27 | 603 | 65.30 |

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|-------------------------------|--|--|--|---|---|--|---|--|---|
| Toledo, Ohio | 3 | 9,054 | 1,072 | 10,126 | 73 | \$810.08 | 15 | 4,993 | \$750.00 |
| Topeka, Kans | 1 | 2,555 | 98 | 2,653 | 4 | 210.00 | 15 | 1,993 | 199.60 |
| Towanda, Pa | 1 | 254 | 3 | 257 | 1 | | 16 | 366 | 36.80 |
| Trenton, N. J | 2 | 6,176 | 266 | 6,442 | 29 | 512.64 | 10 | 7,334 | 710.50 |
| Trinidad, Colo | 1 | 241 | 12 | 253 | 5 | | 15 | 193 | 20.30 |
| Troy, N. Y | 3 | 6,145 | 488 | 6,633 | 33 | 530.04 | 11 | 4,766 | 600.00 |
| Troy, Ohio | 1 | 350 | 5 | 355 | 2 | | 20 | 397 | 39.30 |
| Tyler, Tex | 1 | 225 | 20 | 245 | 9 | 18.56 | 14 | 149 | 16.00 |
| Uniontown, Pa | 1 | 704 | 25 | 729 | 14 | 52.48 | 45 | 923 | 97.40 |
| Urbana, Ohio | 1 | 471 | 20 | 491 | 8 | 39.12 | 16 | 433 | 58.50 |
| Utica, N. Y | 1 | 4,586 | 288 | 4,874 | 39 | 357.28 | 14 | 3,112 | 370.00 |
| Valparaiso, Ind | 1 | 318 | 14 | 334 | 1 | 25.44 | 18 | 848 | 36.50 |
| Vicksburg, Miss | 1 | 1,297 | 4 | 1,301 | 4 | 104.08 | 13 | 739 | 77.80 |
| Vincennes, Ind | 1 | 590 | 32 | 622 | 1 | 49.76 | 20 | 450 | 69.40 |
| Vineland, N. J | 1 | 446 | 6 | 452 | 59 | 31.44 | 10 | 481 | 46.00 |
| Waco, Tex | 1 | 1,180 | 38 | 1,218 | 25 | 95.36 | 20 | 568 | 58.90 |
| Wakefield, Mass | 1 | 707 | 42 | 749 | 1 | 50.96 | 20 | 596 | 60.70 |
| Wallawalla, Wash | 1 | 174 | 8 | 182 | 2 | 9.68 | 10 | 162 | 16.70 |
| Walham, Mass | 1 | 2,588 | 163 | 2,751 | 45 | 216.72 | 16 | 1,352 | 148.60 |
| Warren, Ohio | 1 | 675 | 25 | 700 | 1 | 50.00 | 20 | 719 | 72.40 |
| Warren, Pa | 1 | 759 | 37 | 796 | 17 | | 14 | 935 | 97.20 |
| Washington, D. C | 33 | 61,920 | 31,460 | 93,380 | 744 | 7,470.40 | 21 | 55,150 | 9,200.00 |
| Washington, Pa | 1 | 1,332 | 86 | 1,418 | 133 | | 21 | 1,329 | 141.40 |
| Washington C. H., Ohio | 1 | 580 | 12 | 592 | | 44.88 | 11 | 970 | 97.10 |
| Waterbury, Conn | 1 | 3,038 | 157 | 3,195 | 122 | 253.20 | 28 | 3,484 | 374.00 |
| Waterloo, Iowa | 1 | 374 | 24 | 398 | 4 | 31.44 | 10 | 340 | 36.80 |
| Watertown, N. Y | 1 | 1,247 | 94 | 1,341 | 5 | 106.58 | 13 | 942 | 120.00 |
| Watertown, Wis | 1 | 177 | 13 | 190 | 16 | 13.92 | 24 | 220 | 19.10 |
| Waterville, Me | 1 | 489 | 15 | 504 | 1 | 40.24 | 12 | 523 | 49.80 |
| Waukegan, Ill | 1 | 364 | 9 | 373 | 4 | 29.38 | 21 | 567 | 74.50 |
| Waukegan, Wis | 3 | 421 | 22 | 443 | 11 | 34.48 | 15 | 640 | 86.50 |
| Wausau, Wis | 1 | 185 | 8 | 193 | 6 | 14.48 | 5 | 146 | 15.00 |
| Waverly, N. Y | 1 | 271 | 8 | 279 | 6 | 19.60 | 5 | 104 | 11.30 |
| Wellington, Kans | 1 | 153 | 12 | 165 | 3 | 12.96 | 18 | 38 | 4.60 |
| West Bay City, Mich | 1 | 255 | 6 | 261 | 7 | 0.28 | 12 | 101 | 10.20 |
| West Chester, Pa | 1 | 1,040 | 34 | 1,063 | 26 | 84.56 | 9 | 1,470 | 146.80 |
| Westerly, R. I | 1 | 587 | 25 | 612 | 3 | | 31 | 811 | 94.30 |
| Westfield, Mass | 1 | 1,332 | 91 | 1,423 | 11 | 108.96 | 12 | 1,157 | 172.30 |
| West New Brighton, N. Y | 1 | 686 | 21 | 707 | 11 | 39.12 | 20 | 466 | 67.60 |
| West Superior, Wis | 1 | 1,129 | 95 | 1,224 | 3 | 97.92 | 18 | 1,144 | 121.00 |
| West Troy, N. Y | 1 | 471 | 3 | 474 | 5 | 37.52 | 18 | 138 | 13.90 |
| Wheeling, W. Va | 1 | 4,477 | 411 | 4,888 | 13 | 391.04 | 30 | 3,070 | 338.00 |
| Wichita, Kans | 1 | 2,080 | 163 | 2,249 | 21 | 179.52 | 10 | 863 | 101.50 |
| Wilkesbarre, Pa | 1 | 2,741 | 160 | 2,901 | 31 | 232.08 | 20 | 3,560 | 374.30 |
| Williamsport, Pa | 1 | 2,495 | 143 | 2,638 | 58 | 211.04 | 10 | 1,332 | 209.30 |
| Williamstown, Conn | 1 | 856 | 52 | 908 | 14 | 65.04 | 10 | 923 | 109.60 |
| Wilmington, Del | 2 | 5,316 | 219 | 5,535 | 6 | 442.64 | 16 | 6,635 | 579.50 |
| Wilmington, N. C | 2 | 1,059 | 62 | 1,121 | 9 | 89.68 | 15 | 1,156 | 117.50 |
| Winchester, Mass | 1 | 1,035 | 68 | 1,103 | 30 | 88.88 | 13 | 747 | 105.70 |
| Winfield, Kans | 2 | 395 | 8 | 403 | 2 | 32.08 | 11 | 247 | 28.00 |
| Winona, Minn | 1 | 924 | 107 | 1,031 | 15 | 82.00 | 15 | 905 | 111.00 |
| Winston, N. C | 1 | 224 | 9 | 233 | 4 | | 15 | 165 | 17.10 |
| Woburn, Mass | 1 | 1,063 | 126 | 1,189 | 27 | 90.24 | 10 | 923 | 104.80 |
| Woonsocket, R. I | 1 | 869 | 45 | 914 | 3 | 71.50 | 26 | 1,092 | 113.00 |
| Wooster, Ohio | 1 | 614 | 77 | 691 | 0 | 54.96 | 10 | 769 | 84.00 |
| Worcester, Mass | 8 | 15,305 | 5,150 | 20,464 | 1,022 | 1,631.52 | 23 | 17,087 | 2,130.00 |
| Xenia, Ohio | 1 | 555 | 15 | 570 | 2 | 45.52 | 55 | 704 | 74.00 |
| Yankton, S. Dak | 1 | 180 | 14 | 194 | 6 | 13.04 | 11 | 257 | 26.60 |
| Yonkers, N. Y | 3 | 3,372 | 200 | 3,572 | 180 | 271.36 | 28 | 3,397 | 325.00 |
| York, Pa | 1 | 2,054 | 156 | 2,210 | 18 | 175.36 | 13 | 1,519 | 248.90 |
| Youngstown, Ohio | 1 | 2,640 | 398 | 3,038 | 15 | 243.04 | 15 | 2,414 | 322.50 |
| Ypsilanti, Mich | 3 | 434 | 13 | 447 | 15 | 34.64 | 17 | 552 | 55.30 |
| Zanesville, Ohio | 1 | 2,232 | 271 | 2,503 | | 200.24 | 10 | 1,756 | 201.40 |
| Total | 1,656 | 2,243,805 | 646,005 | 2,889,900 | 148,772 | 226,180.66 | 10 | 1,790,129 | 247,762.00 |

No. 18.—*Order of Postmaster-General awarding work of furnishing adhesive postage stamps to the Bureau of Engraving and Printing.*

No. 59.]

FEBRUARY 21, 1894.

Ordered: It appearing to the Postmaster-General that the interest of the Government requires it, it is hereby ordered that the proposals received at this Department on the 15th of November, 1893, for furnishing adhesive postage stamps during the four years beginning on the 1st day of July, 1894, be all rejected, and that the work of preparing and furnishing such stamps be done by the Bureau of Engraving and Printing of the Treasury Department, upon the basis of its estimate transmitted through the Secretary of the Treasury.

Memorandum of agreement between the Secretary of the Treasury and the Postmaster-General, relative to the furnishing of adhesive postage and special-delivery stamps by the Bureau of Engraving and Printing.

1. The Bureau of Engraving and Printing is to manufacture, substantially after the manner of manufacturing now in vogue, furnishing the necessary labor and materials therefor, and in all respects subject to the approval of the Postmaster-General or his authorized representatives, all the adhesive postage and special-delivery stamps, of the kinds and denominations now in use or hereafter to be adopted, that may be called for by the Post-Office Department during the period of four years from the 1st of July, 1894; and it is to keep constantly on hand a stock of all such stamps sufficient to promptly meet the wants of postmasters as communicated in orders of the Department.

The several kinds of these stamps now in use and to be furnished are known as—
Ordinary postage stamps.
Newspaper and periodical stamps.
Postage-duo stamps.
Special-delivery stamps.

2. The stamps in general are to be turned over daily to the agent of the Post-Office Department upon formal orders sent to him by the office of the Third Assistant Postmaster-General, embodying the needs of postmasters throughout the country, and in such quantities as may be therein specified, each lot of these several kinds and denominations for any one postmaster to be put up separately for mailing. After verification by the agent, and when these packages are all securely sealed, addressed, and ready for mailing, they are to be placed in secure iron boxes, locked, and taken to the Washington City post-office for dispatch to their several destinations by registered mail. Deliveries of stamps will also comprehend such as may be turned over to the Bureau on or before the 1st of July, 1894, from the stock of stamps made up to that time by the American Bank Note Company, the present contractor for furnishing stamps.

3. When fifty or more sheets of stamps are required to be sent to any address they are to be packed in strong binder's-board boxes, bound on the edges and corners with muslin, and enveloped in two thicknesses of strong manila paper; but when less than that number are required to fill an order they are to be inclosed in strong manila envelopes equal to those now in use for the same purpose; such envelopes, as well as blank labels of direction for the wrapped packages, to be furnished by the Bureau and addressed by the postage-stamp agent. All the wrapped packages and the envelopes inclosing stamps are, after verification by the agent, to be securely sealed with wax and impressed with a stamp of special device, or securely fastened with a paper seal of special design, subject to the approval of the Postmaster-General. The Bureau is also to furnish blank invoices for transmission with the stamps, intended to be signed as receipts by the postmasters to whom the stamps are sent, which invoices or receipts are to be filled up properly by the agent and inclosed with the stamps before sealing. Any other blank forms or circulars that may be found necessary to inclose with the packages of stamps are also to be furnished by the Bureau. Whenever necessary the stamps are to be so wrapped in paraffine paper as to prevent their adhesion during transmission, the wrapping to be similar to what is now done.

4. The Bureau is to furnish to the agent of the Post-Office Department, contiguous to the rooms where the stamps are to be packed, suitable and properly furnished quarters for himself and the employes under him, and to give him every facility for superintending the manufacture, packing, and delivery of the stamps. He is to be the general medium of intercourse between the Post-Office Department and the Bureau, is to have the right to look generally after the interests of that Department connected with the making and issuing of stamps, and is to be subject only to its orders.

5. The Bureau is to keep securely all the stamp dies, rolls, or plates now in existence that have been or may be turned over to it, and it is to make new ones whenever necessary, and to keep all of them in proper repair, constantly ready for use. All such dies, rolls, and plates are to be regarded as the property of the Post-Office Department, and are therefore to be disposed of as the Postmaster-General may at any time direct. The Postmaster-General is to have the right to order changes of design for any of the stamps whenever he deems it proper, to discontinue any denomination or kind of stamps, to change the colors thereof, and otherwise to do as under the law or practice he may now do; and the Bureau is to conform to his wishes in all such cases.

6. The Bureau is to make regular weekly reports in detail to the postage-stamp agent, showing the kinds and denominations of stamps manufactured, issued, and on hand, and the number spoiled. And all spoiled stamps are to be destroyed weekly, under the supervision and with the cooperation of the agent.

7. At the end of every month accounts are to be rendered to the postage-stamp agent by the Bureau, showing the number and kinds of stamps delivered during the month, whereupon, after such accounts have been verified and approved by the agent, the Post-Office Department is to pay the Bureau, by warrant on the U. S. Treasurer, the cost of manufacture, at the following rates:

| | Cents. |
|---|--------|
| Ordinary postage stamps, a thousand..... | 5 |
| Newspaper and periodical stamps, a thousand | 11.4 |
| Postage-due stamps, a thousand..... | 6.05 |
| Special-delivery stamps, a thousand..... | 11.4 |

8. This arrangement may be modified, with the consent of the Postmaster-General and the Secretary of the Treasury, at any time when found to be desirable.

J. G. CARLISLE,
Secretary of the Treasury.
W. S. BISSELL,
Postmaster-General.

WASHINGTON, D. C., June 9, 1894.

No. 19.—Copy of contract for the manufacture and supply of stamped envelopes and newspaper wrappers during the four years beginning on the 1st day of October, 1894.

This contract, made this 21st day of May, 1894, and executed in quadruplicate, between the United States of America, acting by Wilson S. Bissell, Postmaster-General of the first part, and James Purcell, of the city of Hudson, in the State of New York, as principal, and Samuel J. Tilden, of New Lebanon, Columbia County, N. Y., and Michael Purcell and Martin L. Haner, of Valatie, N. Y.; Matthew Kennedy, Dennis H. Kennedy, and William A. Harder, jr., of Hudson, N. Y., and Henry J. Kearney, of Albany N. Y., and Matthew Conner, of Hudson, N. Y., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 28th day of February, 1894, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared by his directions, all the stamped envelopes and newspaper wrappers that the Department might call for during the four years beginning on the 1st of October, 1894, a printed copy of which advertisement and specifications is hereto annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

"ADVERTISEMENT.

**"POST-OFFICE DEPARTMENT,
"Washington, D. C., February 28, 1894.**

"Sealed proposals are invited, and will be received at this Department until 12 m. on Wednesday, the 28th of March, 1894, for furnishing stamped envelopes and newspaper wrappers in such quantities as may be called for by the Department during a period of four years, beginning on the 1st day of October, 1894. Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing stamped envelopes and newspaper wrappers,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

"Blank forms of proposal, with full specifications and samples of the envelopes and wrappers, will be furnished upon application to the Third Assistant Postmaster-General.

"W. S. BISSELL,
"Postmaster-General.

"Specifications—furnishing stamped envelopes and newspaper wrappers.

"The following are the different sizes and qualities of stamped envelopes and newspaper wrappers referred to in the foregoing advertisement:

"SIZES AND DESIGNATIONS.

- "No. 1. Note size, $2\frac{1}{2}$ by $5\frac{1}{2}$ inches; first quality, white.
- "No. 2. Full letter size, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches; first quality, white and amber; second quality, oriental buff and blue; third quality, manila, plain and amber.
- "No. 3. Commercial size, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches; first quality, white and amber; second quality, oriental buff and blue; third quality, manila, plain and amber.
- "No. 4. Trade size, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches; first quality, white and amber.
- "No. 5. Extra letter size, $3\frac{1}{2}$ by $6\frac{1}{8}$ inches; first quality, white and amber; second quality, oriental buff and blue; third quality, manila, plain and amber.
- "No. 6. Extra letter size, $3\frac{1}{2}$ by $6\frac{1}{8}$ inches; ungunmed, for inclosing circulars, plain manila.
- "No. 7. Official size, $3\frac{1}{2}$ by $8\frac{1}{2}$ inches; first quality, white and amber; second quality, oriental buff and blue.
- "No. 8. Large official size, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches; first quality, white and amber.
- "No. 9. Extra large official size, $4\frac{1}{2}$ by $10\frac{1}{2}$ inches; first quality, white and amber.
- "No. 10. Small baronial size, $3\frac{1}{8}$ by $4\frac{1}{2}$ inches; first quality, white.
- "No. 11. Large baronial size, $4\frac{1}{2}$ by $5\frac{1}{2}$ inches; first quality, white.
- "No. 12. Newspaper wrappers, $5\frac{1}{2}$ by $10\frac{1}{2}$ inches, plain manila.
- "No. 13. Legal size, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches; first quality, white and amber; second quality, oriental buff and blue.
- "No. 14. Extra legal size, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches; first quality, white and amber.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which the first quality of envelopes, numbered 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 13, and 14, are to be manufactured, must be made specially for the purpose, of the best grades of white linen and of white domestic cotton rags, in the proportion of 35 per cent of linen and 65 per cent of cotton, excluding all other material except the necessary coloring matter, and it must weigh not less than 50 pounds a ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. It must be sized by being run through a tub of animal sizing, and must be loft-dried.

"The paper from which the second quality of envelopes, 2, 3, 5, 7, and 13, are to be manufactured, must be made specially for the purpose, of what are known as 'No. 2 country rags,' composed of about one-half soiled whites and one-half blues (except that other rags of an equivalent character and quality may be used instead after having been approved, in writing, by the Postmaster-General), excluding all other material except the necessary coloring matter, and it must weigh not less than 40 pounds a ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. It must be sized by being run through a tub of animal sizing, and must be loft-dried.

"In the process of manufacture the rags for both the foregoing described papers must be washed and beaten in the washing and beating engines not less than a total of sixteen hours. The paper must be made on a Fourdrinier machine.

"The paper from which the third quality of envelopes, 2, 3, 5, and 12, are to be manufactured must be composed of 95 per cent of jute butts and 5 per cent of South Carolina clay, excluding all other material except the necessary coloring matter, and must weigh $34\frac{1}{2}$ pounds a ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten ten hours in the beating engines, and the stock passed through a Jordan engine, and the paper must be rosin-sized in the engine and made on a Fourdrinier machine.

"The paper from which the ungunmed envelopes, 6 (for inclosing circulars), are to be manufactured must be composed of the same materials, in the same proportions, and subject to the same conditions as the paper for the third quality of envelopes, 2, 3, 5, and 12, except that it must weigh not less than $29\frac{1}{2}$ pounds a ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion.

"All the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile

strength, and all other respects as the samples furnished to bidders, and to be made a part of the contract. The paper must also be watermarked with such design as may be approved by the Postmaster-General. The right is reserved by the Postmaster-General to change the color of any or all of the papers at any time during the existence of the contract; but in making such changes no more expensive colors shall be selected than those in the contract samples. All papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

"The Postmaster-General shall have the right to cause inspection to be made, when, in such manner, and as often as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Water-marked paper that may be spoiled in the process of manufacture or condemned as unfit for use shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, under such regulations as the Postmaster-General may prescribe. Such spoiled and rejected paper shall not be made over for stamped envelopes or wrappers, nor shall clippings and shavings of any kind be used for this purpose.

"The water-mark designs in the dandy rolls shall be destroyed, under the supervision of the Postmaster-General or his authorized agent, when no longer required for use.

"The Postmaster-General reserves the right to increase or diminish at any time during the contract term the standard weights of any of the different qualities of paper, upon condition that he shall pay a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change.

"STYLE OF MANUFACTURE—PRINTING—EMBOSSING.

"All the envelopes and wrappers must be embossed with postage stamps of such denominations, styles, and colors as the Postmaster-General may require—the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect. They must also bear such printing as the Postmaster-General may direct, of any desired style of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections.

"The ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, the right, however, being reserved to him to change these colors at pleasure.

"The envelopes must be made in the most workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders; the cut, however, of envelope 8 to be the same as those of envelopes 7 and 9, and the cut of envelope 11 to be like that of envelope 10; the joints must be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) must be not less than half an inch in width for the length shown by the samples. The wrappers must be gummed not less than three-fourths of an inch in width across the end. For the third quality of envelopes, 2, 3, and 5, the best quality of fish glue, or other equally suitable material, free from offensive odor, shall be used.

"The envelopes and wrappers shall be subject in all respects to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute.

"All envelopes and wrappers spoiled in process of manufacture, or rejected, shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for envelopes or wrappers thus spoiled or rejected.

"Should the use of any of the above sizes or qualities be discontinued during the contract term, the contractor shall not be entitled to any compensation for damages resulting therefrom.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

"DESIGNS AND DIES.

"The original dies and hubs now in use for embossing stamped envelopes, being the property of the Government, will be turned over to the contractor as soon after the execution and approval of the contract as he may require them; and from such

dies and hubs he must produce the necessary working dies with which to provide a sufficient supply of stamped envelopes and wrappers of the several kinds and denominations to make deliveries promptly, as called for, from the beginning of the contract term. The working dies from which stamped envelopes and wrappers are now being embossed will be turned over to the new contractor as soon as their use can be dispensed with by the present contractors, either before or after the beginning of the new contract term.

"The contractor will be further required, at his own expense, to keep in repair and to renew when necessary, or when it shall be directed by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed; and should additional denominations be required at any time, they shall be prepared and furnished in a reasonable time at the expense of the contractor, and subject to the approval of the Postmaster-General. All the work connected with the preparation, renewal, and repair of the dies and plates shall be done under the immediate supervision of the contractor and of the Government agent, by such parties as may be approved by the Postmaster-General, and in accordance with such regulations as he may prescribe. The right is also reserved by the Postmaster-General to change the designs at pleasure. No dies, either original or working, shall be made, procured, or used without the approval of the Postmaster-General or his duly authorized agent. The contractor shall not manufacture or permit to be manufactured by any person in his employ any dies for producing stamped envelopes, except such as may be required for use in carrying out the contract; and he shall be liable in damages for any unauthorized manufacture of such dies, and for the production of stamped envelopes therefrom. He shall be responsible for the safe-keeping of the dies while in his use or custody. When not in use the dies shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe. All dies or hubs made or used at any time in filling the contract shall be the property of the United States, and, together with those that may be turned over to the contractor, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded. Worn-out or discontinued dies may be required to be canceled or destroyed, at the discretion of the Postmaster-General, under such regulations as he may prescribe.

"The contractor shall faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from regularly authorized dies and paper, and shall be liable in damages for the theft or misappropriation of any stamped envelopes and wrappers that may be manufactured by him or come into his custody as contractor.

" BUILDING—PLACE OF MANUFACTURE.

"The envelopes and wrappers must be manufactured in a strictly first-class building of such construction as to afford reasonable security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done, and when finished and awaiting issue they shall be stored in a fire and burglar proof vault or room, on or immediately connected with the premises, and specially fitted up for the purpose; the said building, apartments, and vault to be subject to the approval of the Postmaster-General or his authorized agent. Special provision will also be made by the contractor for the safe keeping on the premises of envelopes and wrappers, while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his authorized agent, and subject to his approval. The building must at all hours of the day and night be policed or guarded in such manner as the Postmaster-General shall require.

"The bidder will be required to designate in his proposal the building in which he proposes to manufacture the envelopes and wrappers, and the quantity of space to be devoted to the purpose; or if he designs to erect a building, that fact must be stated in the proposal.

" AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the envelopes and wrappers, and he shall at all times have full and free access to the building, apartments, and vault where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting them. The contractor shall furnish this agent and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished office rooms for registering and otherwise preparing packages of envelopes and wrappers to be forwarded through the mails. The apartments and rooms for manufacturing, storing, and registering

envelopes and wrappers shall be connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction of the Postmaster-General or his authorized agent.

"The Postmaster-General shall have the right to cause special inspection to be made at any time, by any agent or agents whom he may designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture or in stock.

"The contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be always equal to an average ten-days' supply of ordinary envelopes of the several denominations and sizes (not including special-request envelopes); and said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes and wrappers, not exceeding a supply for six months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all requisitions of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his authorized agent, do not fulfill the requirements of the contract, the right is reserved to the Postmaster-General to pay for such inferior envelopes and wrappers anything less than the regular price fixed by the contract that may seem to him just under all the circumstances, which payment shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

"On failure of the contractor to promptly furnish any envelopes or wrappers that may be called for under the contract, the Postmaster-General reserves the right to purchase them in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any envelopes or wrappers within a reasonable time after they shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for annulling the contract.

"The Postmaster-General also reserves the right to impose a fine or fines upon the contractor for errors made, whereby either a greater or a less number of envelopes and wrappers are issued to postmasters than are called for on the orders of the Department.

"PACKING—BLANKS.

"The envelopes and wrappers must be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western straw board), securely bound on the corners and edges with cotton cloth and of such quality, weight, and construction as shall be approved by the Postmaster-General or his authorized agent; each box to contain not more than 500 and not less than 250 each of envelopes 1, 2, 3, 4, 5, 6, 10, 11, 12, 13, and 14, and not more than 500 and not less than 100 of envelopes 7, 8, and 9. Every box shall bear a label specifying the number, size, quality, and denomination of its contents. When less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing them shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail. When 4,000 or more are required, the pasteboard or straw boxes containing them must be packed in strong wooden cases, well strapped with hoop iron or wire, each case to contain such number of envelopes, not exceeding 25,000, as the discretion of the Postmaster-General may from time to time direct. Said cases shall be addressed by the contractor, under the direction of the agent of the Department. Labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractor. All blanks that may be necessary in sending out envelopes shall also be furnished and filled out by the agent.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes and wrappers on the 1st day of October, 1894, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects,

in such quantities as may be required to fill the orders of the Department. Delivery may be required at the post-office, or at the agency at the place of manufacture, or at the nearest adjacent large post-office with adequate facilities for handling and mailing, or at a railway post-office, in the discretion of the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamped envelopes and wrappers that may remain on hand at the close of the contract term; and the contractor may be required to issue them subject to the conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without any compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes and wrappers as may remain in their hands at the close of their contract.

"REPORTS.

"The contractor may be required to report weekly, under oath, and in such form as may be prescribed by the Postmaster-General, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

"BASIS AND MANNER OF AWARD.

"The contract will be awarded on the basis of the issues, in round numbers, of corresponding sizes and qualities, for the year ending December 31, 1893, as follows:

| | |
|--|---------------|
| No. 1, first quality, corresponding to L, of present designations..... | 2, 190, 000 |
| No. 2, first quality, corresponding to A..... | 17, 300, 000 |
| No. 2, second quality, corresponding to Aa..... | 650, 000 |
| No. 2, third quality, corresponding to Aaa..... | 350, 000 |
| No. 3, first quality, corresponding to C..... | 73, 670, 000 |
| No. 3, second quality, corresponding to Ca..... | 3, 300, 000 |
| No. 3, third quality, corresponding to Ccc..... | 3, 870, 000 |
| No. 4, first quality, corresponding to P, Columbian..... | 30, 000, 000 |
| No. 5, first quality, corresponding to D..... | 267, 200, 000 |
| No. 5, second quality, corresponding to Dd..... | 7, 200, 000 |
| No. 5, third quality, corresponding to Ddd..... | 2, 420, 000 |
| No. 6, un gummed (for circulars), corresponding to E..... | 28, 000, 000 |
| No. 7, first quality, corresponding to G..... | 4, 450, 000 |
| No. 7, second quality, corresponding to Gg..... | 710, 000 |
| No. 8, first quality, corresponding to H..... | 1, 400, 000 |
| No. 9, first quality, corresponding to I..... | 1, 850, 000 |
| No. 10, first quality, corresponding to M..... | 1, 400, 000 |
| No. 11, first quality, corresponding to N..... | 1, 550, 000 |
| No. 12, newspaper wrapper, corresponding to K..... | 49, 000, 000 |
| No. 13, first quality, corresponding to F..... | 21, 800, 000 |
| No. 13, second quality, corresponding to Ff..... | 1, 780, 000 |
| No. 14, first quality, corresponding to Q, Columbian..... | 58, 750, 000 |

"The denominations of envelopes now in use are 1, 2, 4, and 5 cent, and of newspaper wrappers 1 and 2 cent.

"Of 598,730,036 stamped envelopes and wrappers actually issued during the year ending December 31, 1893, 276,048,036 were plain or printed with a blank request, and 322,682,000 were printed with special-return requests, the latter being furnished in lots of not less than 500 in any case. The number of different forms of such special requests was 200,247. The newspaper wrappers were without other printing than the embossed stamp. By law the Department is not allowed to cause any printing to be done on stamped envelopes beyond a simple request to return to the sender if not delivered within a given time.

"Bids must be made separately for every size and quality of stamped envelopes and wrappers in the foregoing list, the bidder stating in his proposal the price per thousand envelopes and wrappers, including everything required to be done or furnished, as set forth in these specifications, and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate—the amount of the bid to be ascertained by extending the above numbers at the prices bid respectively, and then aggregating the amounts. It must be understood, however, that any proposal made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes and wrappers that may be ordered by the Department during the contract term without regard to the quantities above given, subject to the provision as to those on hand at the termination of the present contract.

"Preliminary to an award, the bidder will be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract, he may, in his discretion, decline to accept the bid, and without notice.

" PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed. If made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the name of the officer authorized to bind it by contract; and the proposal must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of \$25,000, that the bidder shall, with ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties, of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles herein described, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge or the United States district attorney for the district in which the bidder resides.

"And by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America \$200,000, for which sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

"If the bidder to whom the first award may be made should fail to enter into a contract as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, and so on until the required contract is executed; and such next accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will be executed in quadruplicate.

" RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if in his judgment the interest of the Government shall require it; also the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition, or attempted imposition, upon the Department of envelopes or wrappers inferior to those required by the contract.

" PAYMENTS.

"Payments for envelopes and wrappers actually issued and delivered will be made monthly, and not at irregular periods, after proper examination and verification of accounts.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

" CONTRACT NOT ASSIGNABLE.

"The contract shall not, in any case, be transferred or assigned.

" EXTENSION.

"Should the interest of the Government require it, the contract may be extended for any period or periods beyond the time named, not exceeding six months in all, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

“BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

“Blank forms for bids, with sample envelopes and wrappers attached, showing sizes and style of manufacture and of the quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope ‘Proposals for stamped envelopes and wrappers,’ and addressed to the Third Assistant Postmaster-General, Washington, D. C.

“W. S. BISSELL,
“Postmaster-General.

“POST-OFFICE DEPARTMENT,
“Washington, D. C., February 28, 1894.

And whereas, upon the opening in public, on the 28th day of March, 1894, of the proposals received in answer to the said advertisement of February 28, 1894, it appeared that there were six proposals, the names of the bidders and the amounts of their respective bids, based on the number of envelopes issued during the year ending December 31, 1893, being as follows:

| | |
|--|--------------|
| P. P. Kellogg & Co., Springfield, Mass..... | \$864,823.60 |
| Wolf Brothers, Philadelphia, Pa..... | 863,737.60 |
| The White, Corbin & Co., and the Whitcomb Envelope Company, of Rockville, Conn., and Worcester, Mass..... | 857,439.25 |
| Holyoke Envelope Company, Holyoke, Mass..... | 855,610.60 |
| Morgan Envelope Company and Plimpton Manufacturing Company, Hartford, Conn..... | 808,183.10 |
| James Purcell, Hudson, N. Y..... | 692,620.70 |

And whereas it appeared that the proposal of the said James Purcell was the lowest in the aggregate for all the stamped envelopes called for, by reason whereof the contract was awarded to him on the 5th day of May, 1894, as appears by order of the Postmaster General, numbered 158, and recorded in the official journal of the Department:

Now, therefore, in consideration of the premises and of the stipulations herein-after set forth, the said James Purcell, contractor, and his sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree, to and with the United States of America, and do bind themselves in manner following, that is to say:

First. That the said contractor shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in every respect, all the stamped envelopes and newspaper wrappers that he may be called upon by the Post-Office Department to furnish during the four years beginning on the 1st day of October, 1894, of any denominations and of the sizes, qualities, and descriptions stated in the following printed list:

| Post-office designation. | Description of envelopes and wrappers. | Quality. | Color. | Size. |
|--------------------------|--|-------------|-----------------------------|----------------|
| | | | | <i>Inches.</i> |
| 1 | Note size..... gummed..... | First..... | White..... | 2½ by 5½ |
| 2 | Full letter size..... do..... | do..... | White or amber..... | 3½ by 5½ |
| 2 | Full letter size..... do..... | Second..... | Oriental buff or blue..... | 3½ by 5½ |
| 2 | Full letter size..... do..... | Third..... | Manila, plain or amber..... | 3½ by 5½ |
| 3 | Commercial size..... do..... | First..... | White or amber..... | 3½ by 5½ |
| 3 | Commercial size..... do..... | Second..... | Oriental buff or blue..... | 3½ by 7½ |
| 3 | Commercial size..... do..... | Third..... | Manila, plain or amber..... | 3½ by 5½ |
| 4 | Trade size..... do..... | First..... | White or amber..... | 2½ by 5½ |
| 5 | Extra letter size..... do..... | do..... | do..... | 3½ by 6½ |
| 5 | Extra letter size..... do..... | Second..... | Oriental buff or blue..... | 3½ by 6½ |
| 5 | Extra letter size..... do..... | Third..... | Manila, plain or amber..... | 3½ by 6½ |
| 6 | Extra letter size (for inclosing circulars)..... ungunmed..... | First..... | Plain manila..... | 3½ by 6½ |
| 7 | Official size..... gummed..... | First..... | White or amber..... | 3½ by 8½ |
| 7 | Official size..... do..... | Second..... | Oriental buff or blue..... | 3½ by 8½ |
| 8 | Large official size..... do..... | First..... | White or amber..... | 4½ by 9½ |
| 9 | Extra large official size..... do..... | do..... | do..... | 4½ by 10½ |
| 10 | Small baronial size..... do..... | do..... | White..... | 3½ by 4½ |
| 11 | Large baronial size..... do..... | do..... | do..... | 4½ by 5½ |
| 12 | Newspaper wrappers..... do..... | First..... | Plain manila..... | 5½ by 10½ |
| 13 | Legal size..... do..... | First..... | White or amber..... | 3½ by 6½ |
| 13 | Legal size..... do..... | Second..... | Oriental buff or blue..... | 3½ by 6½ |
| 14 | Extra legal size..... do..... | First..... | White or amber..... | 3½ by 6½ |

* Only one price must be named for furnishing envelopes in either of the two colors required for this envelope.

Second. That the paper from which the first quality of envelopes, numbered 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 13, and 14 are to be manufactured, shall be made specially for the purpose, of the best grades of white linen and of white domestic cotton rags, in the proportion of 35 per cent of linen and 65 per cent of cotton, excluding all other material except the necessary coloring matter, and it shall weigh not less than 50 pounds a ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. It shall be sized by being run through a tub of animal sizing, and shall be left-dried.

That the paper from which the second quality of envelopes, 2, 3, 5, 7, and 13, are to be manufactured shall be made specially for the purpose of what are known as "No. 2 country rags," composed of about one-half soiled whites and one-half blues (except that other rags of an equivalent character and quality may be used instead, after having been approved, in writing, by the Postmaster-General), excluding all other material except the necessary coloring matter, and it shall weigh not less than 40 pounds a ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. It shall be sized by being run through a tub of animal sizing, and shall be left-dried.

In the process of manufacture the rags for both the foregoing described papers shall be washed and beaten in the washing and beating engines not less than a total of sixteen hours. The paper shall be made on a Fourdrinier machine.

That the paper from which the third quality of envelopes, 2, 3, 5, and 12, are to be manufactured, shall be composed of 95 per cent of jute butts and 5 per cent of South Carolina clay, excluding all other material except the necessary coloring matter, and shall weigh 34½ pounds a ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute butts shall be washed six hours in the washing engines and beaten ten hours in the beating engines, and the stock passed through a Jordan engine, and the paper shall be rosin-sized in the engine and made on a Fourdrinier machine.

That the paper from which the ungummed envelopes, 6 (for inclosing circulars), are to be manufactured, shall be composed of the same materials, in the same proportions, and subject to the same conditions as the paper for the third quality of envelopes, 2, 3, 5, and 12, except that it shall weigh not less than 29½ pounds a ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion.

That all the paper shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength, and all other respects as the samples furnished to bidders, and to be made a part of the contract; that the paper shall also be watermarked with such design as may be approved by the Postmaster-General, and that all papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

That watermarked paper that may be spoiled in the process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, under such regulations as the Postmaster-General may prescribe; and such spoiled and rejected paper shall not be made over for stamped envelopes or wrappers, nor shall clippings and shavings of any kind be used for this purpose.

That the watermark designs in the dandy rolls shall be destroyed, under the supervision of the Postmaster-General or his authorized agent, when no longer required for use.

Third. That all the envelopes and wrappers shall be embossed with postage stamps of such denominations, styles, and colors as the Postmaster-General may require—the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect—and they shall also bear such printing as the Postmaster-General may direct, of any desired style of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections; that the ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, the right, however, being reserved to him to change these colors at pleasure; that the envelopes shall be made in the most workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders; the cut, however, of envelope 8 to be the same as those of envelopes 7 and 9, and the cut of envelope 11 to be like that of envelope 10, the joints to be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) to be not less than half an inch in width for the length shown by the samples; that the wrappers shall be gummed not less than three-quarters of an inch in width across the end; that for the third quality of envelopes, 2, 3, and 5, the best quality of fish glue, or other equally suitable material, free from offensive odor, shall be used; that the envelopes and wrappers shall be subject in all respects to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute.

Fourth. That the contractor shall hold, subject to the order and control of the

Postmaster-General, all dies, original and working, from which stamped envelopes and wrappers are to be embossed, and which may at any time be turned over to him or be made or procured by him, or be in his possession; that he shall begin work under this contract with such of the dies, either original or working, now in use as can be spared by the present contractors from current work, unless a renewal of them be necessary, or with new dies where the old ones can not be spared, or with dies of new designs, if the Postmaster-General shall determine to adopt such before the term of this contract begins, in any of which cases the necessary new dies shall be at once prepared, so that envelopes and wrappers, either of the old or the new designs, shall be issued immediately upon the beginning of the contract term; that the work of preparing new designs, if determined on by the Postmaster-General, and of the necessary dies, shall be done under his direction, and subject to his approval, and by such persons as may be approved by him—all expenses connected therewith to be borne by the contractor; that the contractor shall, at his own expense, keep in repair, and renew when necessary, or when it shall be directed by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed, and should additional denominations be required at any time, they shall be prepared and furnished in a reasonable time at the expense of the contractor, and subject to the approval of the Postmaster-General—all the work in connection with the preparation, renewal, and repair of the dies, or with any change of designs (the right to make such changes at pleasure during the existence of this contract being reserved to the Postmaster-General), to be done under the immediate supervision of the contractor and the Government agent, by such parties as may be approved by the Postmaster-General, and in accordance with such regulations as he may prescribe; that no dies, either original or working, shall be made, procured, or used without the approval of the Postmaster-General or his authorized agent; that the contractor shall not manufacture, or permit to be manufactured by any person in his employ, any dies for producing stamped envelopes except such as may be required for his use in carrying out this contract, and he shall be liable in damages for the unauthorized manufacture of such dies, and for the production of stamped envelopes therefrom; that the contractor shall be responsible for the safe-keeping of the dies while in his use or custody, and when not in use the dies shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe; that all dies or hubs made or used at any time in filling this contract shall immediately become the absolute property of the United States, and, together with those that may be turned over to the contractor, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded; and all worn out or discontinued dies may be required to be canceled or destroyed, at the discretion of the Postmaster-General, under such regulations as he may prescribe.

Fifth. That the contractor shall faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and shall be liable in damages for the theft or misappropriation of any stamped envelopes and wrappers that may be manufactured by him or come into his custody as contractor.

Sixth. That the contractor shall not prepare, or knowingly allow to be prepared, in the stamped-envelope manufactory or in any other establishment or place under his control, any dies, paper, or other materials from which stamped envelopes or wrappers similar to those supplied for the Post-Office Department can be made or produced, except such as are required to be furnished under this contract; but he shall use every possible means to prevent the issue by any one not duly authorized of stamped envelopes or wrappers, or parts thereof, from the dies or paper made and used for the Post-Office Department, or of any other envelopes or wrappers in any way resembling them; and he shall also faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and use every endeavor to prevent the appropriation or abstraction by any person in his employ or connected with him, or by any other person, of any stamped envelopes or wrappers so printed or produced.

Seventh. That the envelopes and wrappers shall be manufactured in a strictly first-class building of such construction as to afford security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done, and when finished and awaiting issue they shall be stored in a fire and burglar proof vault or room on or immediately connected with the premises and specially fitted up for the purpose, the said building, apartments, and vault to be subject to the approval of the Postmaster-General or his authorized agent; that special provision shall also be made by the contractor for the safe-keeping on the premises of the envelopes and wrappers while in course of preparation under such regulations as may be prescribed by the Postmaster-General or his authorized agent, and subject to his approval; that the building shall at all hours of the day and night be policed or guarded in such manner as the Postmaster-General shall require.

Eighth. That the contractor shall at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department and to provide against any and all contingencies that may be likely to occur during the existence of this contract; such stock to be always equal to an average ten days' supply of ordinary envelopes of the several denominations and sizes (not including special-request envelopes); and said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes and wrappers, not exceeding a supply for six months.

Ninth. That the envelopes and wrappers shall be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western strawboard), securely bound on the corners and edges with cotton cloth, and of such quality, weight, and construction as shall be approved by the Postmaster-General or his authorized agent—each box to contain not more than 500 and not less than 250 each of envelopes 1, 2, 3, 4, 5, 6, 10, 11, 12, 13, and 14, and not more than 500 and not less than 100 of envelopes 7, 8, and 9; that every box shall bear a label specifying the number, size, quality, and denomination of its contents; that when less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing them shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail; that when 4,000 or more are required, the pasteboard or straw boxes containing them shall be packed in strong wooden cases, well strapped with hoop iron or wire, each case to contain such number of envelopes not exceeding 25,000, as the discretion of the Postmaster-General may from time to time direct; that said cases shall be addressed by the contractor, under the direction of the agent of the Department; that labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractor; and all blanks that may be necessary in sending out envelopes shall also be furnished and filled out by the agent.

Tenth. That the contractor shall be ready to commence the delivery of the envelopes and wrappers on the 1st day of October, 1894, when the contract term begins, and thereafter they shall be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. Delivery may be required at the post-office or at the agency at the place of manufacture, or at the nearest adjacent large post-office with adequate facilities for handling and mailing, or at a railway post-office, in the discretion of the Postmaster-General.

Eleventh. That the contractor shall report weekly, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the said contractor, for the stamped envelopes and newspaper wrappers accepted and delivered in pursuance of this contract, subject to the reservation hereinafter stated, at the following rates, which shall be full compensation for everything required to be done or furnished, as herein set forth, payments to be made monthly after proper examination and verification of accounts:

| | | |
|---|-------------|---------|
| For No. 1 envelopes, note size, first quality, white, 2½ by 5½ inches..... | per 1,000.. | \$0. 93 |
| For No. 2 envelopes, full letter size, first quality, white or amber, 3½ by 5½ inches..... | per 1,000.. | 1. 11 |
| For No. 2 envelopes, full letter size, second quality, oriental buff or blue, 3½ by 5½ inches..... | per 1,000.. | . 89 |
| For No. 2 envelopes, full letter size, third quality, manila, plain or amber, 3½ by 5½ inches..... | per 1,000.. | . 72 |
| For No. 3 envelopes, commercial size, first quality, white or amber, 3½ by 5½ inches..... | per 1,000.. | 1. 22 |
| For No. 3 envelopes, commercial size, second quality, oriental buff or blue, 3½ by 5½ inches..... | per 1,000.. | . 96 |
| For No. 3 envelopes, commercial size, third quality, manila, plain or amber, 3½ by 5½ inches..... | per 1,000.. | . 79 |
| For No. 4 envelopes, trade size, first quality, white or amber, 3½ by 5½ inches, per 1,000..... | | 1. 30 |
| For No. 5 envelopes, extra letter size, first quality, white or amber, 3½ by 6½ inches..... | per 1,000.. | 1. 30 |
| For No. 5 envelopes, extra letter size, second quality, oriental buff or blue, 3½ by 6½ inches..... | per 1,000.. | 1. 03 |
| For No. 5 envelopes, extra letter size, third quality, manila, plain or amber, 3½ by 6½ inches..... | per 1,000.. | . 83 |

| | | |
|---|-------------|--------|
| For No. 6 envelopes, extra letter size, ungummed, for inclosing circulars, plain manila, 3½ by 6½ inches..... | per 1,000.. | \$0.80 |
| For No. 7 envelopes, official size, first quality, white or amber, 3½ by 8½ inches, per 1,000..... | | 1.92 |
| For No. 7 envelopes, official size, second quality, oriental buff or blue, 3½ by 8½ inches..... | per 1,000.. | 1.65 |
| For No. 8 envelopes, large official size, first quality, white or amber, 4½ by 9½ inches..... | per 1,000.. | 2.21 |
| For No. 9 envelopes, extra large official size, first quality, white or amber, 4½ by 10½ inches..... | per 1,000.. | 2.35 |
| For No. 10 envelopes, small baronial size, first quality, white, 3½ by 4½ inches..... | per 1,000.. | 1.15 |
| For No. 11 envelopes, large baronial size, first quality, white, 4½ by 5½ inches, per 1,000..... | | 1.30 |
| For No. 12 newspaper wrappers, plain manila, 5½ by 10½ inches..... | per 1,000.. | .53 |
| For No. 13 envelopes, legal size, first quality, white or amber, 3½ by 6½ inches, per 1,000..... | | 1.37 |
| For No. 13 envelopes, legal size, second quality, oriental buff or blue, 3½ by 6½ inches..... | per 1,000.. | 1.14 |
| For No. 14 envelopes, extra legal size, first quality, white or amber, 3½ by 6½ inches..... | per 1,000.. | 1.32 |

Second. To place at the service of the contractor, on or before the 1st day of October next, if required, or in time to properly begin work under this contract, such of the original and working dies from which stamped envelopes are now being embossed as can be spared by the present contractors from current work, unless the Postmaster-General, as hereinbefore prescribed, shall require new dies, either of the old or new designs of stamps to be used when the contract term begins.

It is further stipulated and agreed by and between the contracting parties:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the envelopes and wrappers, and shall at all times have full and free access to the building, apartments, and vault where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting them; that the contractor shall furnish this agent and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued for the transaction of the business of the agency without cost to the Government; that the contractor shall also furnish, without charge, suitable and properly furnished office rooms for registering and otherwise preparing packages of envelopes and wrappers to be forwarded through the mails; that the apartments and rooms for manufacturing, storing, and registering envelopes and wrappers shall be connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction of the Postmaster-General or his authorized agent.

2. That the Postmaster-General shall have the right to cause special inspection to be made at any time, by any agent or agents whom he may designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture or in stock; and the contractor, his employes, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

3. That the Postmaster-General shall have the right to cause inspection to be made, when, in such manner, and as often as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

4. That the right is also reserved to the Postmaster-General to increase or diminish, at any time during the contract term, the standard weights of any of the different qualities of paper, upon condition that he shall pay a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change.

5. That the right is also reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of the contract; but in making such changes no more expensive colors shall be selected than those in the contract samples.

6. That all envelopes and wrappers spoiled in process of manufacture or rejected shall be destroyed by the agent of the Department, in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct; and payment will not be made for envelopes or wrappers thus spoiled or rejected.

7. That, should the use of any of the above sizes or qualities be discontinued during the contract term, the contractor shall not be entitled to any compensation for damages resulting therefrom.

8. That should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

9. That the Postmaster-General shall have the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all requisitions of the Department.

10. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his authorized agent, do not fulfill the requirements of the contract, the right is reserved to the Postmaster-General to pay for such inferior envelopes and wrappers anything less than the regular price fixed by the contract that may seem to him just under all the circumstances, which payment shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

11. That on failure of the contractor to promptly furnish any envelopes or wrappers that may be called for under the contract, the Postmaster-General shall have the right to purchase them in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor; and failure to furnish any envelopes or wrappers within a reasonable time after they shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for annulling the contract.

12. That the Postmaster-General also reserves the right to impose a fine or fines upon the contractor for errors made, whereby either a greater or a less number of envelopes and wrappers are issued to postmasters than are called for on the orders of the Department.

13. That the Department shall, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamped envelopes and wrappers that may remain on hand at the close of the contract term; and the contractor may be required to issue them subject to the conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days; and any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without any compensation therefor.

14. That if at any time during the continuance of the contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

15. That the Postmaster-General shall have the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempted imposition upon the Department of envelopes or wrappers inferior to those required by the contract.

16. That payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

17. That the contract shall not in any case be transferred or assigned.

18. That should the interest of the Government require it, the contract may be extended for any period or periods beyond the time named, not exceeding six months in all, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

19. That no member of or delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in said sections shall be deemed a part of this contract.

20. That in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of this contract on the part of the said contractor to be performed, as herein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America \$200,000, for which sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and the specifications hereto attached and made a part hereof, the said parties of the second part do hereby bind themselves, and each of them, their and his heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-

Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

[SEAL OF P. O. DEPT.]

W. S. BISSELL,
Postmaster-General.

Attest:

KERR CRAIGE,
Third Assistant Postmaster-General.

JAMES PURCELL. [SEAL.]

Attest:

J. RIDER CADY,
Col. Co. Judge.

(Surety) SAMUEL J. TILDEN. [SEAL.]

Attest:

J. RIDER CADY,
Col. Co. Judge.

(Surety) W. A. HARDER, JR. [SEAL.]

Attest as to William A. Harder:

SAMUEL N. HOLSAPPLE.

(Surety) MICHAEL PURCELL. [SEAL.]

Attest:

SAMUEL N. HOLSAPPLE.

(Surety) HENRY J. KEARNEY. [SEAL.]

Attest:

SAMUEL N. HOLSAPPLE.

(Surety) MARTIN L. HANER. [SEAL.]

Attest:

SAMUEL N. HOLSAPPLE.

(Surety) MATTHEW KENNEDY. [SEAL.]

Attest:

SAMUEL N. HOLSAPPLE.

(Surety) MATTHEW CONNER. [SEAL.]

Attest:

SAMUEL N. HOLSAPPLE.

(Surety) DENNIS H. KENNEDY. [SEAL.]

Attest:

SAMUEL N. HOLSAPPLE.

STATE OF NEW YORK, *County of Columbia, ss:*

Samuel J. Tilden, one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of two hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

SAMUEL J. TILDEN.

Subscribed and sworn to before me this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Samuel J. Tilden, of New Lebanon, Columbia County, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped envelopes and newspaper wrappers during the four years beginning on October 1st, 1894, is worth the sum of two hundred thousand dollars over and above all liabilities and encumbrances whatever.

AMOS H. PEABODY,
Postmaster at New Lebanon, N. Y.

STATE OF NEW YORK, *County of Albany, ss:*

Henry J. Kearney, one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of forty-five thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

HENRY J. KEARNEY.

Subscribed and sworn to before me this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Henry J. Kearney, of Albany, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped envelopes and newspaper wrappers during the four years beginning on October 1st, 1894, is worth the sum of forty-five thousand dollars over and above all liabilities and encumbrances whatever.

JAS. M. WARNER,
Postmaster at Albany, N. Y.

STATE OF NEW YORK, *County of Albany, ss:*

Martin L. Haner, one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of twenty-five thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

MARTIN L. HANER.

Subscribed and sworn to before me this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Martin L. Haner, of Valatie, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped envelopes and newspaper wrappers during the four years beginning 1st of October, 1894, is worth the sum of twenty-five thousand dollars, over and above all liabilities and encumbrances whatever.

B. B. TALLMADGE,
Postmaster at Valatie, N. Y.

STATE OF NEW YORK, *County of ———, ss:*

Michael Purcell, one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of twenty-five thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

MICHAEL PURCELL.

Subscribed and sworn to before me this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Michael Purcell, of Valatie, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped envelopes and newspaper wrappers during the four years beginning on October 1st, 1894, is worth the sum of twenty-five thousand dollars, over and above all liabilities and encumbrances whatever.

B. B. TALLMADGE,
Postmaster at Valatie, N. Y.

STATE OF NEW YORK, *County of Albany, ss:*

William A. Harder, jr., one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of twenty-five thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

W. A. HARDER, JR.

Subscribed and sworn to before me, this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, William A. Harder, jr., of Hudson, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped

envelopes and newspaper wrappers during the four years beginning on October 1st, 1894, is worth the sum of twenty-five thousand dollars, over and above all liabilities and encumbrances whatever.

JAS. M. WARNER,
Postmaster at Albany, N. Y.

STATE OF NEW YORK, *County of Albany, ss:*

Matthew Kennedy, one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of twenty-five thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

MATTHEW KENNEDY.

Subscribed and sworn to before me, this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Matthew Kennedy, of Hudson, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped envelopes and newspaper wrappers during the four years beginning October 1st, 1894, is worth the sum of twenty-five thousand dollars, over and above all liabilities and incumbrances whatever.

J. M. JOHNSON,
Postmaster at Hudson, N. Y.

STATE OF NEW YORK, *County of Albany, ss:*

Matthew Conner, one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of twenty-five thousand dollars, over and above all his debts and liabilities and exclusive of property exempt from execution.

MATTHEW CONNER.

Subscribed and sworn to before me this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Matthew Conner, of Hudson, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped envelopes and newspaper wrappers during the four years beginning October 1st, 1894, is worth the sum of twenty-five thousand dollars over and above all liabilities and encumbrances whatever.

J. M. JOHNSON,
Postmaster at Hudson, N. Y.

STATE OF NEW YORK, *County of Albany, ss:*

Dennis H. Kennedy, one of the sureties in the foregoing contract of James Purcell, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of thirty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

DENNIS H. KENNEDY.

Subscribed and sworn to before me this 21st day of May, one thousand eight hundred and ninety-four, and by me approved.

W. J. WALLACE,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Dennis H. Kennedy, of Hudson, N. Y., one of the sureties to the foregoing contract between the United States of America and James Purcell, of Hudson, N. Y., for furnishing stamped envelopes and newspaper wrappers during the four years beginning October 1st, 1894, is worth the sum of thirty thousand dollars, over and above all liabilities and encumbrances whatever.

J. M. JOHNSON,
Postmaster at Hudson, N. Y.

Approved as to form.

JOHN L. THOMAS,
Assistant Attorney-General for Post-Office Department.

No. 20.—*Contract for furnishing registered-package, tag, official, and dead-letter envelopes—July 1, 1894, to June 30, 1895.*

This contract, made this 21st day of May, 1894, and executed in quadruplicate, between the United States of America, acting by Wilson S. Bissell, Postmaster-General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Massachusetts), by Elisha Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes), and Maro S. Chapman, of Hartford, Conn., and Robert W. Day, of Springfield, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 31st day of March, 1894, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the year beginning on the 1st day of July, 1894, a printed copy of which advertisement, with the specifications therein referred to, is annexed hereto and made part hereof, as follows:

"PROPOSALS FOR FURNISHING REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD LETTER ENVELOPES.

"ADVERTISEMENT.

**"POST-OFFICE DEPARTMENT,
Washington, D. C., March 31, 1894.**

"Sealed proposals are invited and will be received at this Department until 12 m., on Wednesday, the 25th of April, 1894, for furnishing such registered-package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of July, 1894.

"Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing registered-package, tag, official, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

"Blank forms of proposal with full specifications and samples of the envelope will be furnished upon application to the Third Assistant Postmaster General.

**"WILSON S. BISSELL,
Postmaster-General.**

"Specifications for furnishing registered-package, tag, official, and dead-letter envelopes.

"DESIGNATIONS AND SIZES OF ENVELOPES.

"The designations and sizes of the envelopes now in use referred to in the foregoing advertisement are as follows:

- 1.—3 $\frac{3}{4}$ by 5 $\frac{1}{4}$ inches.
- 2.—3 $\frac{3}{4}$ by 6 $\frac{1}{2}$ inches.
- 3.—3 $\frac{3}{4}$ by 8 $\frac{1}{2}$ inches.
- 4.—4 $\frac{1}{2}$ by 6 $\frac{1}{2}$ inches.
- 5.—4 $\frac{1}{2}$ by 9 $\frac{1}{2}$ inches.
- 6.—4 $\frac{1}{2}$ by 9 $\frac{3}{4}$ inches.
- 7.—5 by 10 $\frac{1}{2}$ inches (for registered packages).
- 8.—6 $\frac{1}{2}$ by 11 $\frac{1}{2}$ inches (for large registered packages).
- 9.—3 $\frac{3}{4}$ by 5 $\frac{1}{2}$ inches (tag envelopes).
- 10.—5 $\frac{1}{2}$ by 7 $\frac{1}{2}$ inches.
- 11.—6 by 9 inches.
- 12.—6 $\frac{1}{2}$ by 10 $\frac{1}{2}$ inches.
- 13.—7 $\frac{1}{2}$ by 10 inches.
- 14.—7 $\frac{1}{2}$ by 11 inches.
- 15.—9 by 13 $\frac{1}{2}$ inches.
- 16.—12 by 15 inches.

"Sizes may be slightly larger than called for above, but no smaller.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed in the proportion of 95 per cent of jute butts and 5 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh $34\frac{1}{2}$ pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, and 16 are manufactured must be composed in the proportion of 30 per cent of No. 1 rope manila, 30 per cent of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent of jute butts, and 10 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract. A portion of the No. 6 envelopes—probably not over 100,000 in all, but as many more or less as may be needed—must be made of dark-blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen included in the samples furnished to bidders. These blue envelopes are known as letter-bill envelopes, and are required in the transmission of foreign mails under the terms of the Postal Union Convention. They are to be furnished the same as other envelopes as they may from time to time be called for.

"The paper from which the tag envelopes for registered packages (9) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needed facility for carrying out his duty.

"Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

"Such spoiled or rejected paper shall not be made over for use in registered-package or official envelopes.

"STYLE OF MANUFACTURE.

"The envelopes must be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidder; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. In making the registered-package envelopes (7 and 8), however, the best quality of fish glue must be used in securing the adhesion of the paper and on the flaps. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent; and his right of objection shall be absolute and final.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

"PRINTING.

"The envelopes must bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes 2, or of 250 of envelopes 1, 3, 4, 5, and 6, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words "Post-office at," with the blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

"PACKING, ETC.

"The contract may be required to be executed in quadruplicate.

"The envelopes must be banded in parcels of 25, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western strawboards), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes 7, 8, and 9, and not less than 250 of envelopes 1, 2, 3, 4, 5, and 6, or larger quantities, as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

"When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds, and 2,000 or more of the other kinds are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as 1, 3, 4, 5, 6, 7, 8, and 9 are used mainly by postmasters, and envelopes 2, 10, 11, 12, 13, 14, 15, and 16 mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General, or his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any

articles within a reasonable time after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

AGENT—OFFICE ROOM—INSPECTION.

An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also a properly furnished room for the use of the post-office in mailing the envelopes, if the same should be required by the Postmaster-General.

"The contractor, his employes, and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the first day of July, 1894, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes, or at a railway post-office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned in the foregoing, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue

"AWARD.

"The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as determined by the issues for the year ending March 31, 1894, as follows:

| | |
|---------|--------------|
| 1..... | 23, 059, 500 |
| 2..... | 3, 161, 000 |
| 3..... | 13, 279, 100 |
| 4..... | 447, 750 |
| 5..... | 1, 996, 750 |
| 6..... | 3, 325, 750 |
| 7..... | 11, 608, 700 |
| 8..... | 422, 900 |
| 9..... | 1, 048, 700 |
| 10..... | None. |
| 11..... | 37, 000 |
| 12..... | 67, 000 |
| 13..... | 58, 000 |
| 14..... | 23, 750 |
| 15..... | 36, 250 |
| 16..... | 250 |

"(Of the No. 6 envelopes furnished, 41,000 were of blue paper, and known as letter-bill envelopes.)

"Bids should be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid respectively, and then aggregating the amounts of the several items.

"It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract.

"Each bid must include all the different items above designated in the foregoing.

"Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may in his discretion decline to accept the bid without notice.

"The design of the two sizes of registered-package envelopes—7 and 8—is patented; but the right to use it has been assigned, without limitation, to the United States. The contractor will therefore not be required to pay any royalty on envelopes manufactured according to this design.

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of \$10,000, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties, to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or by the United States district attorney for the district in which the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of \$20,000, for which full and absolute sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$40,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest bidder under these specifications, and so on until the required contract is executed, and such next accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract.

"PAYMENTS.

"Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract shall not in any case be transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with samples attached, showing sizes, style of manufacture, and quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope, 'Proposals for registered package, tag, official, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"WILSON S. BISSELL,

"Postmaster-General.

"POST-OFFICE DEPARTMENT,

"Washington, D. C., March 31, 1894."

And whereas, upon the opening in public on the 25th day of April, 1894, of the proposals received in answer to said advertisement of March 31, 1894, there were two proposals, the names of the bidders and the amounts of their respective bids, based on the actual number of envelopes issued during the year ending March 31, 1894, being as follows:

1. The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn., \$84,035.93.
2. The Holyoke Envelope Company, of Holyoke, Mass., \$87,840.31.

And whereas the Postmaster-General, by an order dated the 25th day of April, 1894, awarded the contract for furnishing said envelopes to the said Plimpton Manufacturing Company and Morgan Envelope Company, their proposal being lower than that of the Holyoke Envelope Company, the only other bidder under said advertisement of March 31, 1894, which order is duly recorded in the official journal of the Post-Office Department and numbered 140:

Now, therefore, in consideration of the premises and of the stipulations hereinafter set forth, the said Plimpton Manufacturing Company and Morgan Envelope Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in the manner following, to wit:

First. That the said contractors shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General, all the registered-package, tag, official, and dead-letter envelopes of the sizes and kinds described in the foregoing specifications that they may be called upon to furnish during the year beginning on the 1st day of July, 1894.

Second. That the paper for these several kinds of envelopes shall be made of the materials, in the manner, and according to the conditions following, that is to say:

The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed in the proportion of 95 per cent of jute butts and 5 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh $34\frac{1}{2}$ pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects as the sample envelopes hereto attached and made part of this contract.

The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, and 16 are manufactured must be composed in the proportion of 30 per cent of No. 1 rope manila, 30 per cent of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent of jute butts, and 10 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects as the sample envelopes hereto attached and made a part of the contract. A portion of the No. 6 envelopes—probably not over 100,000 in all, but as many more or less as may be needed—must be made of dark blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen hereto attached.

The paper from which the tag envelopes for registered packages (9) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter) and must weigh 90 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects as the sample envelope hereto attached.

All or any of the different papers used may be required to be watermarked with each design as may be approved by the Postmaster-General.

All papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent, before and after being manufactured into envelopes.

Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp, or otherwise destroyed without cost to the Government. Such spoiled or rejected paper shall not be made over for use in registered package or official envelopes.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be gummed with the same or other equally suitable material. In making the registered-package envelopes, 7 and 8, however, the best quality of fish glue must be used in securing the adhesion of the paper on the flaps. The envelopes should be in all respects subject to the approval of the Postmaster-General, or his duly authorized agent, and his right of rejection shall be absolute and final.

Should the contractors, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

Fourth. That the envelopes shall bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color equal to that on the samples. All the other envelopes must have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes 2, or 250 of envelopes 1, 3, 4, 5, and 6, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities they will bear, in addition to the other printing, the words "Post-office at," with the blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some forms that will be required.

Fifth. That the envelopes shall be banded in parcels of 25, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined western strawboard), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters each box shall contain not less than 100 envelopes 7, 8, and 9, and not less than 250 envelopes 1, 2, 3, 4, 5, and 6, or larger quantities, as may be ordered by the principal post-offices; the boxes, when sent in lots not requiring wooden boxes, to be well and safely wrapped in manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department each box may contain not less than 500 of any size and style of printing.

When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds and 2,000 or more of other kinds are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractors without additional charge.

The sizes designated as 1, 3, 4, 5, 6, 7, 8, and 9 are used mainly by postmasters, and envelopes 2, 10, 11, 12, 13, 14, 15, and 16 mainly by the Post-Office Department; but the right is reserved to order any and all of the different sizes for the use of the Post-Office Department, of postmasters, and of postal officers generally.

Sixth. That the contractors shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractors, at any time during the existence of the contract, to provide an extra quantity of envelopes not exceeding a supply for three months.

Seventh. That the contractors shall be ready to commence the delivery of the envelopes on the 1st day of July, 1894, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; that the envelopes, after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered in separate packages, as above provided for, at the post-office at the place of manufacture, or at the nearest post-office adjacent thereto with adequate facilities for handling them, or into a railway post-office, or at the Post-Office Department at Washington, as may be directed by the Postmaster-General; or the Postmaster-General may elect to have delivery made at any of the places mentioned, and also at the Post-Office Department at Washington.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of the envelopes furnished and delivered shall be kept and rendered in such manner as the Postmaster-General shall prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the Plimpton Manufacturing Company and Morgan Envelope Company for envelopes delivered and accepted in pursuance of this contract, and subject all its conditions, at the following rates specified in their proposal, namely:

| | | |
|---|-------------|--------|
| For No. 1, size 3½ by 5½ inches | per 1,000.. | \$0.56 |
| For No. 2, size 3½ by 6½ inches | do | .65 |
| For No. 3, size 3½ by 8½ inches | do | .94 |
| For No. 4, size 4½ by 6½ inches | do | 1.38 |
| For No. 5, size 4½ by 9½ inches | do | 1.55 |
| For No. 6, size 4½ by 9¾ inches | do | 1.83 |
| For No. 7, size 5 by 10½ inches | do | 3.60 |
| For No. 8, size 6½ by 11½ inches | do | 5.60 |
| For No. 9, size 3½ by 5½ inches | do | 1.80 |
| For No. 10, size 5½ by 7½ inches | do | 2.00 |
| For No. 11, size 6 by 9 inches | do | 2.90 |
| For No. 12, size 6½ by 10½ inches | do | 4.00 |
| For No. 13, size 7½ by 10 inches | do | 3.20 |
| For No. 14, size 7½ by 11 inches | do | 3.60 |
| For No. 15, size 9 by 13½ inches | do | 4.37 |
| For No. 16, size 12 by 15 inches | do | 6.40 |

Second. That said prices shall be full compensation for everything required to be done or furnished, as herein set forth, payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractors shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

1st. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same; that such agent and his clerks shall be provided by the contractors with suitable and properly furnished office rooms connected with the premises on which the envelopes are made,

for the transaction of the business of the agency, without cost to the Government; also with a properly furnished room for the use of the post-office in mailing the envelopes, if the same should be required by the Postmaster-General; and that the contractors, their employes, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

2d. That the Postmaster-General reserves the right to impose a fine upon the contractors, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

3d. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respects to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all circumstances, which shall be a complete discharge of all the liability on the part of the Government for such envelopes.

4th. That on failure to promptly furnish any of the envelopes specified in this contract, the Postmaster-General reserves the right to purchase them in the open market; and if a greater price be paid than is herein prescribed for like articles, the difference shall be charged to the contractors; and if there shall be a failure to furnish any of the envelopes within a reasonable time after they shall have been ordered it may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

5th. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractors shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

6th. That in case the said contractors shall fail to do or to perform all or any of the covenants, stipulations, and agreements of this contract on the part of said contractors, to be performed as herein set forth, the said contractors and their sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractors and their sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

7th. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph the Postmaster-General shall have the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract. The right is also reserved by the Postmaster-General to withhold payments if it shall appear to his satisfaction that the contract has not been complied with in any particular.

8th. That should the interest of the Government require, this contract may be extended beyond the time herein named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

9th. That should the Department adopt a new form of registered-package envelope under any call heretofore or to be hereafter made, the right is reserved to it of discontinuing the form covered by these specifications, or of obtaining supplies of envelopes of either or both forms in any quantities, as may be deemed best by the Postmaster-General; and in any such event, or in case any form of envelope should be abandoned by the Department, the contractors will not be entitled to any compensation for resulting damages.

10th. That the Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent for the purpose of inspection at the mill or mills where the paper is made; in which latter case the contractors will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needed facility for carrying out his duties.

11th. That the Department shall, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractors may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to the conditions of the contract, but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor.

12th. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States, and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves and each of them, their successors in office, and the officers and agents of said corporations, and their and his heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporations affixing their corporate seals—on and as of the day hereinbefore written.

(Seal of Post-Office Department.)

W. S. BISSELL,
Postmaster-General.

Attest:

KERR CRAIGE,
Third Assistant Postmaster-General.

THE PLIMPTON MANUFACTURING COMPANY,
By L. B. PLIMPTON, President. [SEAL.]

Attest:

W. M. WHARFIELD.

THE MORGAN ENVELOPE COMPANY,
By E. MORGAN, President. [SEAL.]
(Surety) ROBERT W. DAY. [SEAL.]

Attest:

W. M. WHARFIELD.

Attest:

W. M. WHARFIELD.

Attest:

W. M. WHARFIELD.

(Surety) M. S. CHAPMAN. [SEAL.]

STATE OF MASSACHUSETTS,
County of Hampden, ss:

Robert W. Day, one of the sureties in the foregoing contract of The Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

ROBERT W. DAY.

Subscribed and sworn to before me this fourteenth day of May, one thousand eight hundred and ninety-four, and by me approved.

N. SHIPMAN,
Circuit Judge.

I certify that to the best of my knowledge and belief Robert W. Day, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1st, 1894, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

H. S. HYDE,
Acting Postmaster at Springfield, Mass.

STATE OF CONNECTICUT,
County of Hartford, ss:

M. S. Chapman, one of the sureties in the foregoing contract of The Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

M. S. CHAPMAN.

Subscribed and sworn to before me this fourteenth day of May, one thousand eight hundred and ninety-four, and by me approved.

N. SHIPMAN,
Circuit Judge.

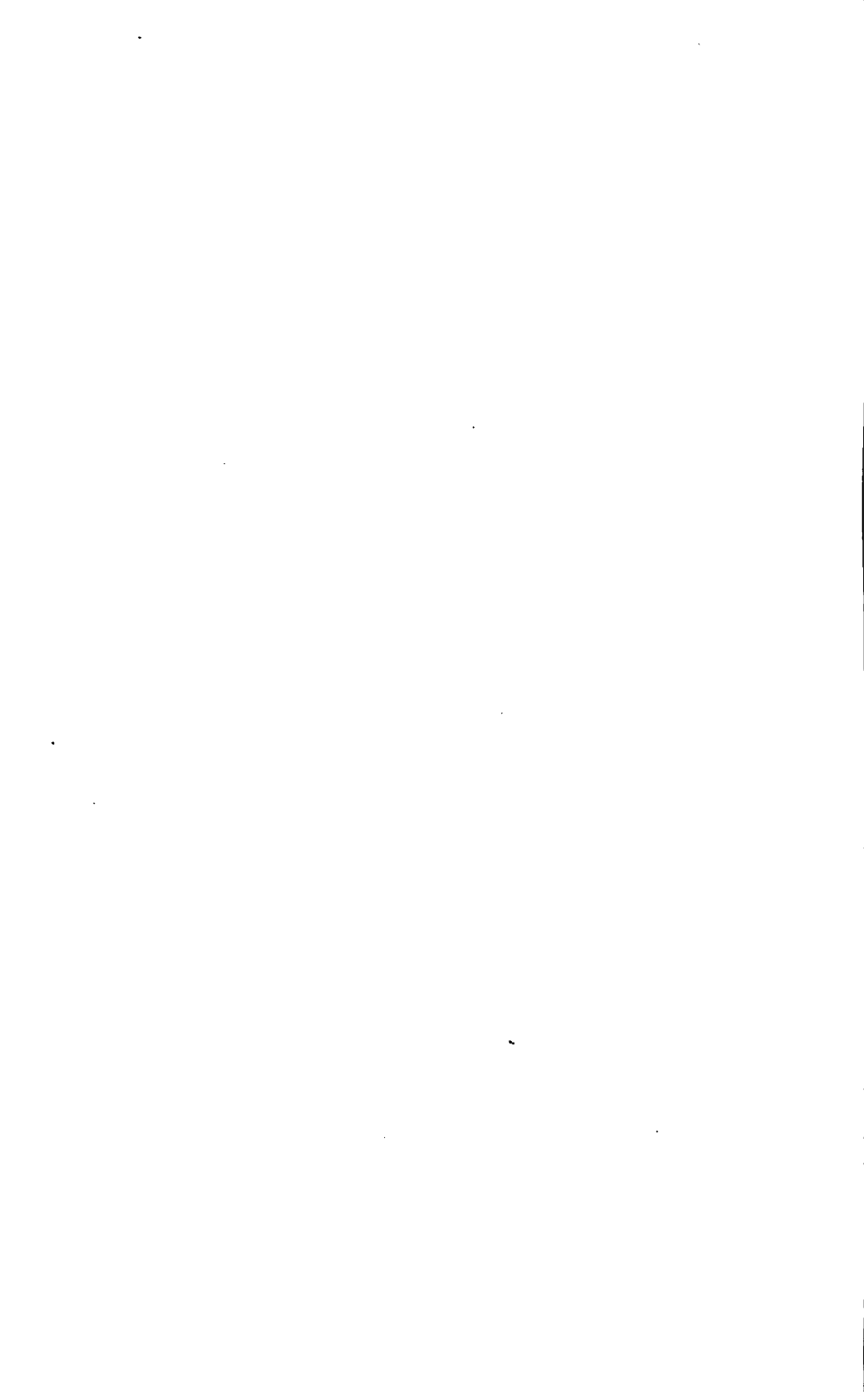
I certify that to the best of my knowledge and belief M. S. Chapman, of Hartford, Conn., one of the sureties in the foregoing contract between the United States of America and The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1st, 1894, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

E. B. BENNETT,
Postmaster at Hartford, Conn.

Approved as to form.

JOHN L. THOMAS,
Assistant Attorney-General for Post-Office Department.

REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDING JUNE 30, 1894.



REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1894.

SIR: I have the honor to invite your attention to the following statement of the operations of this Bureau, which includes the divisions of appointments, bonds and commissions, and post-office inspectors and mail depredations, for the fiscal year ended June 30, 1894:

DIVISION OF APPOINTMENTS.

To this division come all applications for the establishment, discontinuance, and changes of names and sites of post-offices, and papers are prepared here for the attention of the Fourth Assistant Postmaster-General in fourth-class cases, and in Presidential cases for the attention of the Postmaster-General and the President. Here also are lodged resignations of postmasters, notices of their death, and requests for their removal. All papers relating to the appointment of postmasters, for any reason whatever, are received in this division, properly acknowledged, briefed, filed, and jacketed, and made ready for action. The entire correspondence of the Department in relation to the appointment of postmasters, the establishment and discontinuance of post-offices, and changes of name and site, goes out from this division. Here a complete record is made and kept of every transaction in connection with appointments of postmasters. The entire country—the States and Territories—is divided into sections of two or more States, for the convenience of the Department and for an equitable distribution of the work among the several clerks of the division. Books of record are kept in each section, showing by States and counties the names of the post-offices alphabetically arranged, together with the names of the postmasters and the dates of their appointments, and the dates on which commissions are issued. By these records it may be learned at a glance the names of those who have served as postmasters at a given place for a number of years past. There is also kept in the division a daily record of all changes, showing the name of the office, the county, the State, the name of the retiring postmaster and of the appointee, and the reason for the change. Complaints against post-

masters and the management of offices come to this division, and are referred to the division of inspectors for the purpose of having an investigation made touching the complaints. A condensed weekly record of the various changes by States is kept in the division, including the total number of post-offices in operation in the United States at the close of each week.

The following tables give a complete record of the operations of the division:

OPERATIONS OF THE APPOINTMENT DIVISION.

Post-offices established and discontinued, postmasters appointed, and the increase or decrease as compared with the previous year.

| Post-offices. | June 30— | | Increase. | Decrease. |
|---|----------|--------|-----------|-----------|
| | 1893. | 1894. | | |
| Post-offices established during the year | 2,621 | 3,136 | 515 | ..... |
| Post-offices discontinued during the year | 1,337 | 1,734 | 397 | ..... |
| Whole number of post-offices | 68,403 | 69,805 | 1,402 | ..... |
| Net increase over previous year | 1,284 | 1,402 | 118 | ..... |
| Number of Presidential offices | 3,360 | 3,428 | 68 | ..... |
| Number of fourth-class offices | 65,043 | 66,377 | 1,334 | ..... |

APPOINTMENTS DURING THE YEAR.

| Appointments. | June 30— | | Increase. | Decrease. |
|---|----------|--------|-----------|-----------|
| | 1893. | 1894. | | |
| On resignations and expiration of terms | 9,151 | 10,122 | 971 | ..... |
| On removals | 3,661 | 8,996 | 5,335 | ..... |
| On offices becoming Presidential | 208 | 143 | ..... | 65 |
| On deaths of postmasters | 597 | 769 | 172 | ..... |
| On establishments of post-offices | 2,621 | 3,136 | 515 | ..... |
| Total | 16,238 | 23,166 | 6,928 | 65 |

| | |
|--|--------|
| Total appointments during the year | 23,166 |
| Total offices discontinued | 1,734 |
| Number of names and sites changed | 2,660 |
| Total cases acted upon | 27,560 |

The number of new offices established and the increase in the number of post-offices, arranged by sections, States, and Territories, were as follows:

| States and Territories. | Estab- lished. | In- crease. | De- crease. | States and Territories. | Estab- lished. | In- crease. | De- crease. |
|----------------------------------|-------------------|----------------|----------------|--------------------------------|-------------------|----------------|----------------|
| New England States: | | | | Southern States, etc.— | | | |
| Maine..... | 32 | 20 | | Continued. | | | |
| New Hampshire..... | 9 | 0 | | Florida..... | 62 | 26 | |
| Vermont..... | 12 | 5 | | Alabama..... | 125 | 42 | |
| Massachusetts..... | 7 | 2 | | Mississippi..... | 129 | 86 | |
| Rhode Island..... | 2 | 1 | | Louisiana..... | 85 | 50 | |
| Connecticut..... | 5 | 2 | | Texas..... | 191 | 115 | |
| Total..... | 67 | 42 | | Arkansas..... | 112 | 78 | |
| Middle States: | | | | Missouri..... | 140 | 68 | |
| New York..... | 42 | 12 | | Tennessee..... | 140 | 80 | |
| New Jersey..... | 17 | 12 | | Kentucky..... | 173 | 90 | |
| Delaware..... | 7 | 6 | | Oklahoma..... | 178 | 158 | |
| Maryland..... | 49 | 36 | | Indian Territory..... | 60 | 51 | |
| Pennsylvania..... | 124 | 53 | | Total..... | 2,053 | 1,236 | |
| District of Columbia..... | 2 | 2 | | | | | |
| Total..... | 241 | 121 | | West and Northwest | | | |
| States and Territories on | | | | States and Territories: | | | |
| Pacific Slope: | | | | Ohio..... | 69 | 27 | |
| Oregon..... | 34 | | 1 | Indiana..... | 50 | 24 | |
| California..... | 78 | 32 | | Michigan..... | 36 | | 4 |
| Nevada..... | 11 | | 2 | Illinois..... | 85 | | 19 |
| Washington..... | 38 | 9 | | Wisconsin..... | 55 | 17 | |
| Alaska..... | 3 | 2 | | Iowa..... | 58 | 15 | |
| Total..... | 164 | 43 | 3 | Minnesota..... | 40 | 11 | |
| Southern States, Okla- | | | | Nebraska..... | 12 | | 24 |
| homa, and Indian Ter- | | | | Colorado..... | 24 | | 33 |
| ritory: | | | | North Dakota..... | 23 | 6 | |
| Virginia..... | 204 | 166 | | New Mexico..... | 38 | 16 | |
| West Virginia..... | 74 | 27 | | Montana..... | 20 | | 13 |
| North Carolina..... | 129 | 70 | | Wyoming..... | 9 | | 10 |
| South Carolina..... | 59 | 30 | | Idaho..... | 22 | 4 | |
| Georgia..... | 192 | 99 | | Utah..... | 12 | 10 | |
| | | | | Arizona..... | 12 | | 9 |
| | | | | South Dakota..... | 25 | | 17 |
| | | | | Kansas..... | 21 | | 39 |
| | | | | Total..... | 611 | 130 | 167 |

The greatest increase in the number of post-offices in any of the States and Territories during the year was 166, in Virginia. Oklahoma follows with 158, and Texas with 115. During the previous fiscal year Texas showed the greatest increase, having 95.

Eleven States and Territories show a decrease in the number of post-offices: Arizona, 9; Colorado, 33; Illinois, 19; Kansas, 39; Michigan, 4; Montana, 12; Nebraska, 24; Nevada, 2; Oregon, 1; South Dakota, 17, and Wyoming, 10.

In thirteen of the States there were upward of 2,000 post-offices in operation, as follows:

| | | | |
|---------------------|-------|----------------|-------|
| Pennsylvania..... | 4,968 | Tennessee..... | 2,639 |
| New York..... | 3,622 | Kentucky..... | 2,623 |
| Ohio..... | 3,308 | Illinois..... | 2,527 |
| Virginia..... | 3,122 | Georgia..... | 2,300 |
| North Carolina..... | 2,913 | Alabama..... | 2,208 |
| Missouri..... | 2,705 | Indiana..... | 2,196 |
| Texas..... | 2,687 | | |

In thirteen of the States there were 100 or more Presidential offices, as follows:

| | | | |
|--------------------|-----|-----------------|-----|
| New York..... | 288 | Missouri..... | 128 |
| Pennsylvania..... | 250 | Texas..... | 127 |
| Illinois..... | 234 | Kansas..... | 126 |
| Iowa..... | 189 | Indiana..... | 125 |
| Ohio..... | 187 | Wisconsin..... | 115 |
| Massachusetts..... | 167 | California..... | 101 |
| Michigan..... | 163 | | |

Of the above New York had 15 offices of the first class; Massachusetts, 12; Pennsylvania, 10; Illinois, 8; Ohio, 8, and Iowa 7.

TABLE A.—Operations of the appointment division for the fiscal year ended June 30, 1894.

| States and Territories. | Post-offices. | | | | Fourth-class postmasters. | | | Presidential cases. | | | | | | Total number of cases. |
|---------------------------|---------------|---------------|--------------------------|---|---------------------------|----------|-----------|---------------------|----------------------|----------|-----------|------------------------------|----------------------------|------------------------|
| | Established. | Discontinued. | Names and sites changed. | Appointments on changes of names and sites. | Resigned. | Removed. | Deceased. | Resigned. | Commissions expired. | Removal. | Deceased. | Offices become Presidential. | Relegated to fourth class. | |
| Alabama..... | 125 | 83 | 66 | 39 | 258 | 110 | 17 | 3 | 8 | 8 | 1 | 1 | | 680 |
| Alaska..... | 3 | 1 | | | 4 | | | 1 | | | | | | 9 |
| Arizona..... | 12 | 21 | 7 | 4 | 32 | 7 | 4 | 1 | 3 | 2 | | 1 | | 90 |
| Arkansas..... | 112 | 34 | 79 | 52 | 339 | 131 | 19 | 4 | 9 | 8 | 1 | 1 | 2 | 737 |
| California..... | 78 | 46 | 26 | 21 | 212 | 96 | 18 | 4 | 38 | 8 | 1 | 4 | 1 | 531 |
| Colorado..... | 24 | 57 | 9 | 7 | 86 | 26 | 6 | 3 | 17 | | | 5 | 2 | 233 |
| Connecticut..... | 5 | 3 | 8 | 5 | 45 | 73 | 9 | | 25 | 1 | 2 | 2 | | 173 |
| Delaware..... | 7 | 1 | 2 | 2 | 13 | 27 | | | 4 | 1 | 1 | | 1 | 56 |
| District of Columbia..... | 2 | | | | 4 | 1 | | | | | | | | 7 |
| Florida..... | 62 | 36 | 26 | 14 | 125 | 67 | 9 | 2 | 8 | 1 | | 1 | 1 | 337 |
| Georgia..... | 192 | 93 | 68 | 44 | 237 | 56 | 18 | 2 | 6 | 8 | | | | 680 |
| Idaho..... | 22 | 18 | 21 | 14 | 45 | 24 | 2 | | 2 | 3 | | | | 137 |
| Illinois..... | 85 | 104 | 59 | 35 | 374 | 503 | 32 | 17 | 105 | 24 | 4 | 9 | 1 | 1,316 |
| Indiana..... | 50 | 26 | 83 | 56 | 248 | 342 | 14 | 13 | 48 | 18 | 2 | 7 | | 851 |
| Indian Territory..... | 60 | 9 | 7 | 7 | 89 | 14 | 2 | | 2 | | | | | 183 |
| Iowa..... | 58 | 43 | 31 | 15 | 241 | 373 | 12 | 17 | 62 | 25 | 1 | 12 | 1 | 875 |
| Kansas..... | 21 | 60 | 36 | 30 | 186 | 234 | 14 | 7 | 73 | 5 | 2 | 3 | 1 | 641 |
| Kentucky..... | 173 | 83 | 88 | 57 | 371 | 195 | 37 | 4 | 16 | 8 | 1 | 1 | 1 | 977 |
| Louisiana..... | 85 | 35 | 38 | 21 | 110 | 37 | 10 | 2 | 5 | 3 | | 3 | | 328 |
| Maine..... | 32 | 6 | 42 | 19 | 79 | 177 | 11 | 2 | 16 | 5 | | 2 | | 372 |
| Maryland..... | 49 | 13 | 29 | 18 | 131 | 126 | 19 | | 11 | 2 | | 1 | | 381 |
| Massachusetts..... | 7 | 5 | 16 | 11 | 52 | 65 | 10 | 1 | 50 | 4 | | | | 210 |
| Michigan..... | 36 | 40 | 91 | 45 | 291 | 412 | 18 | 10 | 69 | 24 | 1 | 4 | 1 | 906 |
| Minnesota..... | 40 | 29 | 43 | 34 | 202 | 216 | 11 | 4 | 21 | 7 | 1 | 4 | | 578 |
| Mississippi..... | 129 | 43 | 43 | 25 | 205 | 69 | 18 | 2 | 11 | 6 | | 1 | 2 | 527 |
| Missouri..... | 149 | 72 | 92 | 64 | 498 | 276 | 25 | 14 | 45 | 15 | 3 | 8 | 2 | 1,188 |
| Montana..... | 20 | 32 | 22 | 14 | 57 | 14 | 4 | 1 | 4 | 1 | | | 1 | 156 |
| Nebraska..... | 12 | 36 | 37 | 33 | 167 | 146 | 4 | 12 | 26 | 6 | | 5 | | 451 |
| Nevada..... | 11 | 13 | 3 | 2 | 35 | 7 | 2 | 1 | 9 | | | | | 75 |
| New Hampshire..... | 9 | 3 | 26 | 17 | 40 | 90 | 10 | 1 | 21 | 2 | 2 | | | 204 |
| New Jersey..... | 17 | 5 | 40 | 24 | 83 | 213 | 11 | 2 | 34 | 10 | 3 | 3 | 1 | 421 |
| New Mexico..... | 38 | 22 | 13 | 8 | 51 | 9 | 4 | | 3 | 4 | | 1 | 1 | 115 |
| New York..... | 42 | 30 | 204 | 147 | 371 | 1,069 | 39 | 9 | 96 | 9 | 3 | 13 | 4 | 1,885 |
| North Carolina..... | 129 | 59 | 163 | 131 | 274 | 224 | 52 | 9 | 17 | 4 | 1 | 1 | | 824 |
| North Dakota..... | 23 | 17 | 24 | 21 | 62 | 56 | 2 | 2 | 4 | 6 | | 2 | 2 | 196 |
| Ohio..... | 69 | 42 | 175 | 131 | 335 | 833 | 33 | 11 | 78 | 5 | 8 | 8 | | 1,590 |
| Oklahoma..... | 178 | 20 | 27 | 13 | 78 | 25 | 10 | 2 | 1 | 3 | | 1 | 1 | 245 |
| Oregon..... | 34 | 35 | 22 | 14 | 103 | 35 | 2 | 3 | 9 | 5 | | | | 248 |
| Pennsylvania..... | 124 | 71 | 130 | 109 | 578 | 813 | 59 | 6 | 85 | 7 | 2 | 13 | | 1,888 |
| Rhode Island..... | 2 | 1 | 8 | 4 | 11 | 29 | 3 | | 2 | | | 1 | | 57 |
| South Carolina..... | 59 | 29 | 64 | 53 | 170 | 63 | 26 | | 11 | 4 | 1 | | | 427 |
| South Dakota..... | 25 | 42 | 38 | 28 | 104 | 72 | 2 | 3 | 18 | 4 | | | | 269 |
| Tennessee..... | 140 | 60 | 165 | 66 | 322 | 252 | 25 | 5 | 16 | 8 | | 2 | 1 | 990 |
| Texas..... | 191 | 76 | 96 | 74 | 440 | 160 | 24 | 8 | 39 | 24 | 1 | 5 | 2 | 1,073 |
| Utah..... | 12 | 2 | 9 | 8 | 33 | 43 | 1 | | 2 | 2 | | | | 104 |
| Vermont..... | 12 | 7 | 8 | 8 | 31 | 86 | 7 | 1 | 10 | 9 | | 1 | | 172 |
| Virginia..... | 204 | 38 | 168 | 130 | 294 | 281 | 34 | 7 | 18 | 10 | | 1 | 1 | 1,055 |
| Washington..... | 38 | 29 | 40 | 25 | 135 | 55 | 10 | 4 | 8 | 9 | | 4 | | 332 |
| West Virginia..... | 74 | 47 | 103 | 79 | 223 | 153 | 14 | | 10 | 6 | | 3 | 1 | 633 |
| Wisconsin..... | 55 | 38 | 52 | 26 | 200 | 246 | 17 | 4 | 43 | 16 | | 5 | 1 | 676 |
| Wyoming..... | 9 | 19 | 13 | 10 | 37 | 15 | 1 | 1 | 2 | 1 | | 2 | | 100 |
| Total..... | 3,136 | 1,734 | 2,660 | (1,814) | 8,715 | 8,655 | 732 | 195 | 1,212 | 341 | 37 | 143 | (33) | 27,560 |

TABLE B.—*Presidential post-offices in each State and Territory on June 30, 1893, and June 30, 1894, with the increase and decrease; also the number of offices of each class, the number discontinued, relegated to the fourth class, and the total number of offices in the United States on June 30, 1894.*

| States and Territories. | Post-offices. | | | | | | | | | | Whole number June 30, 1894. |
|---------------------------|---------------|----------------|--------------|----------------|-------|-----------|-----------|---------------|----------------------------|---------------------|-----------------------------|
| | First class. | Sec-ond class. | Third class. | Total June 30— | | Increase. | Decrease. | Discontinued. | Relocated to fourth class. | Total fourth class. | |
| | | | | 1894. | 1893. | | | | | | |
| Alabama..... | 3 | 3 | 31 | 37 | 36 | 1 | | | | 2,171 | 2,268 |
| Alaska..... | | | | | | | | | | 25 | 25 |
| Arizona..... | | 2 | 8 | 10 | 8 | 2 | | | | 175 | 185 |
| Arkansas..... | 1 | 4 | 29 | 34 | 34 | | | | 1 | 1,651 | 1,685 |
| California..... | 5 | 22 | 74 | 101 | 99 | 2 | | | | 1,419 | 1,520 |
| Colorado..... | 3 | 6 | 36 | 45 | 44 | 1 | | | 2 | 628 | 673 |
| Connecticut..... | 5 | 20 | 49 | 74 | 73 | 1 | | | | 432 | 546 |
| Delaware..... | 1 | | 10 | 11 | 11 | | | | 1 | 157 | 168 |
| District of Columbia..... | 1 | | | 1 | 1 | | | | | 14 | 15 |
| Florida..... | 1 | 7 | 15 | 23 | 23 | | | | 1 | 989 | 1,012 |
| Georgia..... | 4 | 6 | 31 | 41 | 41 | | | | | 2,259 | 2,300 |
| Idaho..... | | 2 | 9 | 11 | 11 | | | | | 306 | 317 |
| Illinois..... | 8 | 41 | 185 | 234 | 236 | | 2 | 10 | 1 | 2,293 | 2,527 |
| Indiana..... | 6 | 28 | 91 | 125 | 118 | 7 | | | | 2,671 | 2,196 |
| Indian Territory..... | | | 5 | 5 | 5 | | | | | 354 | 359 |
| Iowa..... | 7 | 24 | 158 | 189 | 180 | 9 | | | 1 | 1,680 | 1,869 |
| Kansas..... | 3 | 18 | 195 | 126 | 124 | 2 | | | 1 | 1,628 | 1,754 |
| Kentucky..... | 2 | 10 | 42 | 54 | 54 | | | | 1 | 2,569 | 2,623 |
| Louisiana..... | 1 | 2 | 18 | 21 | 18 | 3 | | | | 984 | 1,005 |
| Maine..... | 3 | 9 | 47 | 59 | 58 | 1 | | | | 1,123 | 1,182 |
| Maryland..... | 1 | 4 | 24 | 29 | 28 | 1 | | | | 1,165 | 1,194 |
| Massachusetts..... | 12 | 47 | 108 | 167 | 168 | | 1 | | | 704 | 871 |
| Michigan..... | 6 | 37 | 120 | 163 | 160 | 3 | | | 1 | 1,809 | 1,972 |
| Minnesota..... | 3 | 11 | 72 | 86 | 85 | 1 | | | | 1,270 | 1,354 |
| Mississippi..... | | 5 | 30 | 35 | 37 | | 2 | | 2 | 1,515 | 1,550 |
| Missouri..... | 3 | 16 | 109 | 128 | 122 | 6 | | | 2 | 2,577 | 2,705 |
| Montana..... | 2 | 4 | 16 | 22 | 23 | | 1 | | 2 | 384 | 406 |
| Nebraska..... | 3 | 10 | 82 | 95 | 94 | 1 | | | | 1,006 | 1,111 |
| Nevada..... | | 1 | 4 | 5 | 5 | | | | | 161 | 165 |
| New Hampshire..... | 2 | 8 | 35 | 45 | 45 | | | | | 512 | 557 |
| New Jersey..... | 6 | 30 | 51 | 87 | 85 | 2 | | | 1 | 817 | 914 |
| New Mexico..... | | 2 | 10 | 12 | 12 | | | | 1 | 280 | 292 |
| New York..... | 15 | 77 | 196 | 288 | 282 | 6 | | 2 | 4 | 3,334 | 3,622 |
| North Carolina..... | | 8 | 28 | 36 | 35 | 1 | | | | 2,877 | 2,913 |
| North Dakota..... | | 2 | 20 | 22 | 24 | | 2 | | 2 | 501 | 523 |
| Ohio..... | 8 | 53 | 126 | 187 | 180 | 7 | | | | 3,121 | 3,308 |
| Oklahoma..... | | 2 | 5 | 7 | 8 | | 1 | | 1 | 392 | 399 |
| Oregon..... | 1 | 4 | 18 | 23 | 23 | | | | | 755 | 778 |
| Pennsylvania..... | 10 | 58 | 182 | 250 | 245 | 5 | | | 1 | 4,718 | 4,968 |
| Rhode Island..... | 1 | 6 | 8 | 15 | 15 | | | | | 131 | 146 |
| South Carolina..... | 1 | 3 | 22 | 26 | 26 | | | | | 1,283 | 1,309 |
| South Dakota..... | | 7 | 34 | 41 | 40 | 1 | | | | 627 | 668 |
| Tennessee..... | 4 | 6 | 38 | 48 | 47 | 1 | | | 1 | 2,591 | 2,639 |
| Texas..... | 6 | 14 | 107 | 127 | 124 | 3 | | | 2 | 2,500 | 2,687 |
| Utah..... | 1 | 1 | 5 | 7 | 7 | | | | | 283 | 290 |
| Vermont..... | 1 | 8 | 27 | 36 | 35 | 1 | | | | 526 | 542 |
| Virginia..... | 3 | 10 | 42 | 55 | 55 | | | | 1 | 3,067 | 3,122 |
| Washington..... | 3 | 5 | 26 | 34 | 32 | 2 | | | | 775 | 809 |
| West Virginia..... | 1 | 4 | 23 | 28 | 26 | 2 | | | 1 | 1,788 | 1,816 |
| Wisconsin..... | 4 | 22 | 89 | 115 | 111 | 4 | | | 1 | 1,678 | 1,793 |
| Wyoming..... | | 2 | 6 | 8 | 7 | 1 | | | | 242 | 250 |
| Total..... | 151 | 671 | 2,606 | 3,428 | 3,360 | 77 | 9 | 13 | 33 | 66,377 | 69,805 |

TABLE C.—Operations of the appointment division as to fourth-class offices, for the year ended June 30, 1894; also post-offices in each State and Territory on June 30, with the increase and decrease for the year.

| States and Territories. | Post-offices. | | | | Fourth-class post-masters. | | | Total cases. | Total post-offices June 30, 1894. | Increase over 1893. | Decrease over 1893. |
|---------------------------|---------------|---------------|--------------------------|---|----------------------------|----------|-----------|--------------|-----------------------------------|---------------------|---------------------|
| | Established. | Discontinued. | Names and sites changed. | Appointments on changes of name and site. | Resigned. | Removed. | Deceased. | | | | |
| Alabama..... | 125 | 83 | 66 | 39 | 258 | 110 | 17 | 659 | 2,208 | 42 | ..... |
| Alaska..... | 3 | 1 | ..... | ..... | ..... | ..... | 1 | 9 | 25 | ..... | ..... |
| Arizona..... | 12 | 21 | 7 | 4 | 32 | 7 | 4 | 83 | 185 | ..... | 9 |
| Arkansas..... | 112 | 34 | 79 | 52 | 389 | 131 | 19 | 714 | 1,085 | 78 | ..... |
| California..... | 78 | 46 | 26 | 21 | 212 | 96 | 18 | 476 | 1,520 | 32 | ..... |
| Colorado..... | 24 | 57 | 9 | 7 | 96 | 26 | 6 | 208 | 673 | ..... | 23 |
| Connecticut..... | 7 | 3 | ..... | 5 | 45 | 73 | 9 | 143 | 506 | ..... | ..... |
| Delaware..... | 7 | 1 | 2 | 2 | 13 | 27 | ..... | 50 | 168 | ..... | ..... |
| District of Columbia..... | 2 | ..... | ..... | ..... | 4 | 1 | ..... | 7 | 15 | ..... | ..... |
| Florida..... | 62 | 36 | 26 | 14 | 125 | 67 | 9 | 325 | 1,012 | 26 | ..... |
| Georgia..... | 192 | 93 | 68 | 44 | 237 | 56 | 18 | 664 | 2,300 | 59 | ..... |
| Idaho..... | 22 | 16 | 21 | 14 | 45 | 24 | 2 | 182 | 317 | ..... | ..... |
| Illinois..... | 85 | 104 | 59 | 35 | 374 | 503 | 32 | 1,157 | 2,527 | 4 | 19 |
| Indiana..... | 56 | 26 | 83 | 56 | 248 | 342 | 14 | 763 | 2,196 | 24 | ..... |
| Indian Territory..... | 60 | 9 | 7 | 7 | 89 | 14 | 2 | 181 | 359 | 51 | ..... |
| Iowa..... | 58 | 43 | 31 | 15 | 241 | 373 | 12 | 758 | 1,869 | 15 | ..... |
| Kansas..... | 21 | 60 | 36 | 30 | 186 | 373 | 14 | 551 | 1,754 | 90 | 39 |
| Kentucky..... | 173 | 83 | 38 | 57 | 371 | 195 | 37 | 947 | 2,623 | ..... | ..... |
| Louisiana..... | 85 | 35 | 38 | 21 | 110 | 79 | 10 | 315 | 1,005 | 50 | ..... |
| Maine..... | 32 | 6 | 42 | 10 | 79 | 37 | 17 | 347 | 1,182 | 26 | ..... |
| Maryland..... | 49 | 13 | 29 | 18 | 131 | 126 | 19 | 367 | 1,194 | 36 | ..... |
| Massachusetts..... | 7 | 5 | 16 | 11 | 52 | 65 | 10 | 155 | 1,871 | 2 | ..... |
| Michigan..... | 36 | 40 | 91 | 45 | 291 | 412 | 18 | 888 | 1,972 | ..... | 4 |
| Minnesota..... | 40 | 29 | 43 | 34 | 202 | 216 | 11 | 541 | 1,356 | 11 | ..... |
| Mississippi..... | 129 | 43 | 43 | 25 | 205 | 69 | 18 | 507 | 1,550 | 86 | ..... |
| Missouri..... | 140 | 72 | 92 | 64 | 498 | 276 | 25 | 1,108 | 2,705 | 68 | ..... |
| Montana..... | 20 | 32 | 22 | 14 | 57 | 14 | 4 | 149 | 406 | ..... | 12 |
| Nebraska..... | 12 | 36 | 37 | 33 | 167 | 146 | 4 | 402 | 1,101 | ..... | 24 |
| Nevada..... | 11 | 13 | 3 | 2 | 35 | 7 | 2 | 71 | 166 | ..... | 2 |
| New Hampshire..... | 9 | 3 | 26 | 17 | 40 | 90 | 10 | 178 | 557 | 6 | ..... |
| New Jersey..... | 17 | 5 | 40 | 24 | 83 | 213 | 11 | 369 | 904 | 12 | ..... |
| New Mexico..... | 38 | 22 | 13 | 8 | 51 | 9 | 4 | 137 | 292 | 16 | ..... |
| New York..... | 42 | 30 | 204 | 147 | 371 | 1,069 | 39 | 1,755 | 3,622 | 12 | ..... |
| North Carolina..... | 129 | 59 | 163 | 131 | 274 | 52 | 52 | 901 | 2,913 | 70 | ..... |
| North Dakota..... | 23 | 17 | 24 | 21 | 62 | 56 | 2 | 184 | 523 | 8 | ..... |
| Ohio..... | 69 | 42 | 175 | 131 | 335 | 833 | 33 | 1,487 | 3,308 | 27 | ..... |
| Oklahoma..... | 178 | 20 | 27 | 13 | 78 | 25 | 10 | 338 | 399 | 158 | ..... |
| Oregon..... | 34 | 35 | 22 | 14 | 103 | 35 | 2 | 231 | 778 | ..... | 1 |
| Pennsylvania..... | 124 | 71 | 130 | 109 | 578 | 813 | 59 | 1,775 | 4,968 | 53 | ..... |
| Rhode Island..... | 2 | 1 | 8 | 4 | 11 | 29 | 3 | 54 | 146 | 1 | ..... |
| South Carolina..... | 59 | 29 | 64 | 53 | 170 | 63 | 26 | 411 | 1,309 | 30 | ..... |
| South Dakota..... | 25 | 42 | 38 | 28 | 104 | 72 | 2 | 283 | 668 | ..... | 17 |
| Tennessee..... | 140 | 60 | 185 | 66 | 326 | 252 | 25 | 968 | 2,639 | 80 | ..... |
| Texas..... | 191 | 76 | 96 | 74 | 440 | 169 | 24 | 906 | 2,687 | 115 | ..... |
| Utah..... | 12 | 2 | 9 | 8 | 33 | 43 | 1 | 100 | 290 | 10 | ..... |
| Vermont..... | 12 | 7 | 8 | 8 | 31 | 86 | 7 | 151 | 562 | 5 | ..... |
| Virginia..... | 204 | 38 | 168 | 130 | 294 | 281 | 34 | 1,019 | 3,122 | 166 | ..... |
| Washington..... | 38 | 20 | 40 | 25 | 135 | 55 | 10 | 307 | 809 | 9 | ..... |
| West Virginia..... | 74 | 47 | 103 | 79 | 223 | 153 | 14 | 614 | 1,816 | 27 | ..... |
| Wisconsin..... | 55 | 38 | 52 | 26 | 200 | 246 | 17 | 608 | 1,793 | 17 | ..... |
| Wyoming..... | 9 | 19 | 13 | 10 | 37 | 15 | 1 | 94 | 250 | ..... | 10 |
| Total..... | 3,136 | 1,734 | 2,660 | (1,814) | 8,715 | 8,655 | 732 | 25,632 | 69,805 | 1,572 | 170 |

TABLE D.—*Appointments made upon resignations, commissions expired, removals, deaths, etc., at Presidential post-offices during the fiscal year ended June 30, 1894.*

| States and Territories. | Presidential cases. | | | | | Rele- gated to fourth class. | Total number of cases. |
|-------------------------|---------------------|------------------------------|----------|----------|---|---------------------------------------|------------------------------|
| | Resigned. | Commis- sions expired. | Removal. | Deceased | Offices become Presi- dential. | | |
| Alabama..... | 3 | 8 | 8 | 1 | 1 | | 21 |
| Alaska..... | | | | | | | |
| Arizona..... | 1 | 3 | 2 | | 1 | | 7 |
| Arkansas..... | 4 | 9 | 8 | 1 | 1 | 1 | 23 |
| California..... | 4 | 38 | 8 | 1 | 4 | 2 | 55 |
| Colorado..... | 3 | 17 | | | 5 | 2 | 25 |
| Connecticut..... | | 25 | 1 | 2 | 2 | | 30 |
| Delaware..... | | 4 | 1 | 1 | | 1 | 6 |
| Florida..... | 2 | 8 | 1 | | 1 | 1 | 12 |
| Georgia..... | 2 | 6 | 8 | | | | 16 |
| Idaho..... | | 2 | 3 | | | | 5 |
| Illinois..... | 17 | 105 | 24 | 4 | 0 | 1 | 159 |
| Indiana..... | 13 | 43 | 18 | 2 | 7 | | 83 |
| Indian Territory..... | | 2 | | | | | 2 |
| Iowa..... | 17 | 62 | 25 | 1 | 12 | 1 | 117 |
| Kansas..... | 7 | 73 | 5 | 2 | 3 | 1 | 90 |
| Kentucky..... | 4 | 16 | 8 | 1 | 1 | 1 | 30 |
| Louisiana..... | 2 | 5 | 3 | | 3 | | 13 |
| Maine..... | 2 | 16 | 5 | | 2 | | 25 |
| Maryland..... | | 11 | 2 | | 1 | | 14 |
| Massachusetts..... | 1 | 50 | 4 | | | | 55 |
| Michigan..... | 10 | 69 | 24 | 1 | 4 | 1 | 108 |
| Minnesota..... | 4 | 21 | 7 | | 4 | | 37 |
| Mississippi..... | 2 | 11 | 6 | | 1 | 2 | 20 |
| Missouri..... | 14 | 45 | 15 | 3 | 8 | 2 | 85 |
| Montana..... | 1 | 4 | 1 | | 1 | 2 | 7 |
| Nebraska..... | 12 | 26 | 6 | | 5 | | 49 |
| Nevada..... | 1 | 3 | | | | | 4 |
| New Hampshire..... | 1 | 21 | 2 | 2 | | | 26 |
| New Jersey..... | 2 | 34 | 10 | 3 | 3 | 1 | 52 |
| New Mexico..... | | 3 | 4 | | 1 | 1 | 8 |
| New York..... | 9 | 96 | 1 | 3 | 13 | 4 | 130 |
| North Carolina..... | | 17 | 4 | 1 | 1 | | 23 |
| North Dakota..... | 2 | 4 | 6 | | 2 | 2 | 14 |
| Ohio..... | 11 | 76 | 5 | 3 | 8 | | 103 |
| Oklahoma..... | 2 | 1 | 3 | | 1 | 1 | 7 |
| Oregon..... | 3 | 9 | 5 | | | | 17 |
| Pennsylvania..... | 6 | 85 | 7 | 2 | 13 | | 113 |
| Rhode Island..... | | 2 | | | 1 | | 3 |
| South Carolina..... | | 11 | 4 | 1 | | | 16 |
| South Dakota..... | 3 | 18 | 4 | | 1 | | 25 |
| Tennessee..... | 5 | 16 | 8 | | 2 | 1 | 31 |
| Texas..... | 8 | 39 | 24 | 1 | 5 | 2 | 77 |
| Utah..... | | 2 | 2 | | | | 4 |
| Vermont..... | 1 | 10 | 9 | | 1 | | 21 |
| Virginia..... | 7 | 18 | 10 | | 1 | 1 | 36 |
| Washington..... | 4 | 8 | 9 | | 4 | | 25 |
| West Virginia..... | | 10 | 6 | | 3 | 1 | 19 |
| Wisconsin..... | 4 | 43 | 10 | | 5 | 1 | 63 |
| Wyoming..... | 1 | 2 | 1 | | 2 | | 6 |
| Total..... | 195 | 1,212 | 341 | 37 | 143 | (33) | 1,928 |

DIVISION OF BONDS AND COMMISSIONS.

To this division is assigned the duty of preparing and transmitting all letters of appointment of newly designated postmasters, together with blank bonds and oaths for execution; recording the names of postmasters, the dates of their appointment, the names of their sureties; examining all bonds, to see that they are properly executed; filing same away alphabetically by States, and preparing all postmasters' commissions for the signature of the President or the Postmaster-General (as the case may be).

THE RECORDS OF THE BOND DIVISION.

The records of the division may be briefly described as follows:

The names of all Presidential offices and postmasters are recorded

in two books, in one of which the names are entered by States and Territories in alphabetical order. In the other the names of the postmasters are kept in alphabetical arrangement according to the dates of appointment. The names of the postmasters appointed at money-order offices which do not belong to the Presidential list are entered alphabetically in a separate record according to dates of appointment.

The names of postmasters appointed at fourth-class offices which do not belong to the money-order list are likewise entered in a separate record in alphabetical order according to dates of appointment, the same being divided into two sections in consequence of the large number of entries required. There are also 47 record books, in which the names of post-offices of all classes are recorded by States and counties, together with the names of the postmasters and the dates of their appointment.

There is also a complete record of all bonds of postmasters and a record of the dates when postmasters' commissions are issued.

REPORTS.

The preparation of the various reports required under the laws and regulations of the Department, assigned to this division, is as follows: Daily, to the division of post-office supplies, office of the First Assistant Postmaster-General; to the contract and equipment divisions, office of the Second Assistant Postmaster-General; to the stamp division, office of the Third Assistant Postmaster-General; and to the General Superintendent of the Railway Mail Service, for publication in the Daily Bulletin; weekly, to the superintendent of the money-order system; to the superintendent of free delivery, and to the Auditor of the Treasury for the Post-Office Department; and quarterly to the last-named officer, together with a list of the post-offices transferred from the fourth class to the Presidential list.

The increase in the work of the bond division during the past fiscal year was largely that incidental to a change of administration.

During the year applications were received from a few well-established surety and trust companies of the country requesting permission to be recognized by the Department as sureties upon the bonds of postmasters. The Postmaster-General gave the matter special consideration, and decided that such companies, duly authorized by law, and of certified good financial standing, would be received as co-sureties on bonds of the Presidential class, but only for half the amount for which the sureties would be required to certify. But few bonds of this description have been accepted, as the Postal Regulations specify that there shall be at least two sureties on the bond of each postmaster, the decision of the Postmaster-General requiring a local surety or sureties in connection with the surety or trust company.

Operations of the bond division for the fiscal year ended June 30, 1894.

| | |
|--|---------|
| Number of cases received from appointment clerks..... | 27,560 |
| Papers sent on cases received | 137,800 |
| Entries made on record books | 59,464 |
| Appointment bonds examined and passed for approval of the Postmaster-General | 23,281 |
| Bonds returned for correction | 2,725 |
| Duplicate bonds issued | 1,552 |
| New bonds sent by order of the Postmaster-General | 15 |
| New bonds sent for limited money-order offices..... | 86 |

| | |
|---|--------|
| New bonds sent by request of sureties | 758 |
| New bonds sent by request of postmasters | 952 |
| New bonds sent by request of the Third Assistant Postmaster-General | 25 |
| New bonds sent on report of post-office inspectors | 111 |
| New bonds sent for establishment of new money-order offices | 263 |
| New bonds received and reported | 1,956 |
| New bonds filed | 1,956 |
| Circulars sent to postmasters accompanying new bonds | 1,772 |
| Circulars sent to sureties requesting to be released | 969 |
| Circulars calling for the execution of bonds | 3,479 |
| Oaths received and filed | 41,870 |
| Letters written | 1,106 |
| Surety circulars sent to the chief post-office inspector | 2,995 |
| Post-office inspectors' reports received | 2,459 |
| Oaths sent by request of postmasters | 24,072 |
| Presidential cases entered | 2,171 |
| Money-order cases | 6,358 |
| Number of current record books in use | 47 |
| Number of blank forms in use | 72 |

REPORTS OF BOND DIVISION.

Statement showing the number and character of the various reports made to the several bureaus of the Department for the fiscal year ended June 30, 1894.

| | |
|--|--------|
| Commissioned postmasters reported to the Auditor | 23,281 |
| Commissioned postmasters reported to the Third Assistant Postmaster-General | 23,281 |
| Commissioned postmasters reported for publication in the Postal Bulletin .. | 23,281 |
| New bonds reported to the Auditor | 1,956 |
| New bonds reported to the Third Assistant Postmaster-General | 599 |
| Number of discontinuances reported to the Auditor | 1,535 |
| Number of discontinuances reported to the Third Assistant Postmaster-General .. | 1,535 |
| Number of acting postmasters reported to the Auditor | 617 |
| Number of establishments and changes of names and sites of post-offices reported to the equipment division | 4,198 |
| Number of establishments and changes of names of post-offices reported to the division of post-office supplies | 4,198 |

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDATIONS.

This division is charged with the government and assignment to duty of all the inspectors employed in the postal service, and the supervision of the business of that force; with the preparation, issue, and investigation of all cases relating to depredations upon the mails and losses therein, including complaints and inquiries relating to the mail matter passing between the United States and foreign countries, and across the territory of the United States from one foreign country to another, and the correspondence, foreign and domestic, connected with the same.

This correspondence includes the treatment of all inquiries addressed to the United States Post-Office Department by foreign postal administrations, or by persons interested or reported by postal officials and others, concerning losses and irregularities in the domestic and international mails, and the prosecution of all inquiries for the purpose of determining whether articles of mail matter have been delivered or not, and also all cases where some form of return receipt is required which has not been received. This division is also charged with the keeping of the records of the force, the examination for allowance of the accounts of inspectors; with the keeping of proper statements of all expenses incurred and disbursements made from the funds annually appropriated for this service; with the custody and disbursement to rightful owners of funds collected and received by inspectors in mis-

cellaneous cases on account of depredations, derelictions, etc.; with the investigation, examination, and preparation for allowance of all claims for rewards for the arrest and conviction of persons charged with highway robbery of the mail and other offenses against the postal laws, together with a complete record thereof, and with the performance of such other special duties as may, from time to time, be required.

There is no arm of the public service that is of greater importance and that is actually nearer to the people, or that is more useful or necessary to all than the postal system. It is a service which grows each year in all its branches; its needs multiply with the increase of population and the demands of advancing civilization. The development of the service annually entails a corresponding increase of labor upon the division of mail depredations and post-office inspectors.

While the actual duties performed by post-office inspectors are of the greatest importance, the moral effect upon the service generally of their operations can not be too highly estimated. The thefts, frauds, and miscellaneous depredations which are averted in consequence of the surveillance of these officers deserve full consideration. Without such a force there would be no check or limit to depredations upon the mails. It is the sworn duty of the post-office inspector to see that the sanctity of the seal guaranteed by the Constitution is not violated. While the presence of the inspectors, who are constantly moving among the vast army of postal employes, exerts a moral influence which is both restraining and corrective alike to those within and those without the Department, they are also actively employed in preventing that which is wrong, for among the important duties of the inspector is that of instructing new postmasters and employes in the postal laws and regulations and the usages of the service. Such instructions prevent errors and avert losses, and thus a greater good is done the service than would result from the subsequent labor necessary to locate losses and fix responsibility.

Although the appropriation available did not admit of any appreciable increase in the number of inspectors employed, the results show that the force, as a body, has been most diligent and faithful. Tire-some journeys have been cheerfully undertaken, long and tedious vigils have been kept with patience, the haunts of vice and crime in large cities and the waste places of the frontier have been fearlessly searched for fugitives from justice, among whom were included some of the most hardened and desperate of criminals. Neither the extremes of heat or cold, nor the consideration of personal comfort or safety, have deterred or delayed any member of the force in the performance of duty, however disagreeable or hazardous. Among the elements which have operated to secure such substantial results from so limited a body of men has been their concentration under one head, which has avoided a divided responsibility with its consequent embarrassment and conflict of authority. There is no place where concert of action is more essential than in the work of the inspectors, nor where conflict of operations can be more disastrous.

TREATMENT OF COMPLAINTS.

Every complaint received relating to depredations, losses, or irregularities in the mails is made up in a separate jacket for investigation, and a complaint so jacketed constitutes a "case." These cases are divided into classes, as follows:

A.—All complaints which refer to registered mail.

B.—All complaints which refer to ordinary mail.

C.—Miscellaneous matters, such as charges against postmasters and postal employes, improper use of the mails, collections, etc.

D.—All burnings and robberies of post-offices.

F.—All complaints which refer to mail received from or addressed to foreign countries.

During the past year this division disposed of 94,370 cases of all kinds, made up of 6,163 A cases, 58,703 B cases, 10,081 C cases, 3,114 D cases, and 16,309 F cases. The total of cases disposed of shows an increase over last year of 1,273 cases. The disposition of this work, which was accomplished without material increase in the force of inspectors, augurs well for the standard of efficiency attained by the inspectors.

Exhibits A, B, C, D, E, F, G, and H, which are filed herewith and made a part of this report, are statistical tables showing the number and character of complaints received during the last fiscal year, the number of cases referred to inspectors, number of cases completed, and the number of cases of each class remaining on hand at the close of the year. These statistics also show the total of arrests made, the character of the offenses charged, and the disposition of the same, as well as the total amount of money collected and received by post-office inspectors and the disposition made thereof. While these tables are in themselves intended to convey an accurate idea of the amount of work done, the manner of its execution, etc., it is deemed advisable to submit brief explanatory comments referring to each.

REGISTERED CASES.

All complaints which have been received referring to depredations or irregularities in the registered mail are included in Exhibits A, B, and C. Exhibit A shows the total number and character of complaints received and referred for investigation. Exhibit B is made up entirely of complaints which have been received, investigated, and closed during the last fiscal year, while the statistics in Exhibit C relate to cases received in previous years, and which were on hand and uncompleted at the beginning of the last fiscal year, and which were investigated and closed during the year.

The number of complaints appertaining to the registered mail received by this office during the last fiscal year aggregated 5,926, of which number 5,827 were referred to inspectors in the field for investigation and 99 were treated directly from this office. Five thousand seven hundred and twenty-two of these complaints were made concerning registered letters, or first-class matter, and 204 complaints related to packages, or third and fourth class matter. Two thousand five hundred and ten of the complaints alleged the rifling or abstraction of the contents of the letter or package, and 2,983 announced the entire loss of the letter or package and contents. Fifty complaints alleged the loss of the letter or package from the registered package or envelope; 76 complaints alleged detention; 157 were complaints of wrong delivery, or delivery to some other person than the addressee; 43 complaints alleged tampering without actual loss. Only 15 complaints of carelessness by postal employes were received; 15 complaints were made of improper dispatch, and 77 complaints related to other irregularities of a miscellaneous character.

A comparison of the office records for the last two fiscal years shows that the total number of complaints affecting registered mail received

during the fiscal year 1894 exceeds the total number of complaints of the same character received during 1893 by 380, which is a ratio of increase of a little more than 6 per cent. The total number of pieces of registered mail handled during the fiscal year 1894 was 15,050,554, an increase in number of 517,178 over the total number of pieces of this class of mail matter handled during the year 1893, or a ratio of a little over 3.5 per cent. The slight increase in the ratio of complaints received over the total number of pieces handled during the last two fiscal years is no doubt chargeable to post-office robberies, which show an increase of 35 per cent during the last fiscal year over those reported during 1893.

It will be seen that the ratio of the total number of complaints received to the total number of pieces handled is one in every 2,539, but it must be further observed that the investigation of 4,269 of the complaints filed during the last fiscal year showed 1,307 cases in which there was absolutely no cause for complaint, and 1,136 other cases in which no losses were sustained, or a total of 2,443 complaints received and investigated in which no actual loss was sustained. Of the 1,136 complaints just referred to, it is gratifying to observe that only 86 are chargeable to the carelessness of postal employes, whereas in the last annual report there were 381 complaints charged to this cause. In 22 cases the trouble was found to be due to improper address, while in 95 cases the dispatch was found to have been irregular. In 64 cases investigation showed that there had been no inclosures of value, and 534 complaints of alleged rifling were not sustained by the facts. In 75 cases it was shown that the depredations complained of had not been committed while the respective letters were in the custody of the United States mails, and in 51 cases the investigation proved that the letters intended for registration had been forwarded to destination in the ordinary mail.

Deducting the 2,443 complaints above mentioned, in which no loss was sustained, from the total of 4,269 complaints referred and investigated during the year, we find that losses actually occurred in only 1,826 cases, and in 903 of these the full amount of the loss alleged was recovered; 456 recoveries having been effected through the post-office inspectors; 375 through the Dead-Letter Office, and 72 from sources outside of the Department. This leaves a balance of only 923 cases in which losses were actually sustained, or 21.6 per cent of the total number of cases referred and investigated during the year. The same percentage applied to the total number of complaints received (5,926) would indicate a total of 1,280 cases in which actual losses have been sustained. These figures are based upon actual results and show that the employes in the postal service handled 15,050,554 pieces of domestic registered mail during the last fiscal year with the inconsiderable loss of one piece in every 11,758 handled. This result testifies not only to the honor and integrity of the postal employes, but also to the care and accuracy maintained in every branch of the service.

The total number of cases in which collections were effected and disbursements made during the last fiscal year was 1,358 (see Exhibits B and C under the head of Financial Condition). This is an increase in number of 305 over the preceding year and shows that while a small proportion of losses is inevitable, the persistent efforts of the inspectors have resulted in a much larger number of recoveries. The fact that the number of cases referred and investigated during the last fiscal year in which no recovery could be made exceeds the number of cases

of this class reported for 1893 by 269 may justly be charged as another result of the great increase in post-office robberies.

Under the head of recapitulation of A cases it will be seen that the total number of cases of this class on hand July 1, 1894, was 1,892, while the number on hand July 1, 1893, was 2,245. This shows a decrease of 353 in the total of A cases on hand at the close of the last fiscal year, notwithstanding the fact that there were 380 more A cases referred to inspectors last year than during the year previous.

The following statement may be designated as the annual balance sheet, setting forth in a condensed form the total of work received, completed, and on hand in this class of cases:

Recapitulation of A cases.

[Based upon tabulated statements for the fiscal year ended June 30, 1894, together with actual count of A cases in the Post-Office Department July 1, 1894.]

| | | |
|---|--------|--------|
| Cases outstanding July 1, 1893..... | 2, 245 | |
| Cases under consideration July 1, 1893 | 494 | |
| Cases referred for investigation | 5, 827 | |
| Cases investigated directly by the chief inspector's office (office cases)..... | 90 | |
| | | 8, 665 |
| Cases closed—previous year cases..... | 1, 894 | |
| Cases closed—current year cases | 4, 269 | |
| Cases under consideration in the Department July 1, 1894..... | 610 | |
| Cases outstanding July 1, 1894 | 1, 892 | |
| | | 8, 665 |

ORDINARY CASES.

All letters and packages transmitted in the mails, unregistered, are included under the general classification of ordinary mail. This class of matter is greatly in excess of the registered mail, both as to bulk and the number of pieces handled, but much more time and labor is required in handling a single piece of registered mail than would be consumed in the transmission of a single piece of ordinary mail. It is well understood that the first great principle underlying the postal service is security; while speed is always insisted upon, no employé or contractor would be justified in jeopardizing the safety of the mail in an effort to expedite its dispatch, and this principle applies as distinctly to ordinary mail as to that which is registered. It is true that the fee charged for the registration of any letter or package deposited in the mail purchases a proportionate amount of special care in its transmission, and the records which are required to be kept in transit lend greatly to the facilities for tracing any irregularities or loss which may occur to matter of this class, but it should not be inferred that carelessness, or even indifference, is tolerated in handling the least valuable piece of ordinary mail.

The millions who daily intrust important communications and valuable inclosures to the mail confidently expect that the same will be conveyed to destination safely and in good order, and it is the right of each patron of the postal service to expect such results. But it must be remembered that even the most careful of men are liable to errors, and that in an establishment of such proportions as our postal system it would be remarkable if some dishonest persons did not, from time to time, intrude themselves upon the service in positions of trust and importance. Again, the members of this service are not exempt from that eccentricity in human nature which occasionally, and without warning, transforms into a thief the trusted employé who has to his credit many years of faithful and honorable service. The operations of

such persons are soon manifested by complaints of depredations upon the registered or ordinary mail, or both. The post-office inspector is as zealous in his endeavors to locate the criminal whose depredations are confined to ordinary mail as he is in cases involving the registered mail, and even greater effort is required to locate those who rifle ordinary mail only, because of the lack of facilities for tracing matter of this class.

In this connection it is important that the public bear in mind the necessity for reporting every depredation upon the mail of which they have knowledge, whether it relates to registered or ordinary matter. It often happens that where a dishonest person may rifle a number of letters he could be detected and punished if all the cases were reported, whereas if only one or two cases are reported the inspector may not find sufficient evidence upon which to base a prosecution. It should be remembered, therefore, that it is to the interest of every patron of the postal service to report to the nearest postmaster, post-office inspector, or to the chief post-office inspector all cases of depredations which come within his observation. It is also of the utmost importance that postmasters report promptly all complaints of losses or tampering as required in section 668, page 281, Postal Laws and Regulations, 1893. I regret to state that such complaints are frequently delayed by postmasters, and during the last year one or two first-class offices have been seriously at fault in this particular.

A glance at Exhibit D shows that there have been 56,877 complaints received at this office during the last year affecting ordinary mail; of this number, 31,181 refer to letters and 25,696 refer to packages. This total shows a decrease in number of 1,983, or a little over 3 per cent as compared with the number of complaints of this class received during the fiscal year 1893. Of the total number of complaints received, 41,419 have been investigated, and of this number it was shown that no loss occurred in 6,731 cases, or a proportion of 1 in 6 of the total number of complaints investigated. It should be remembered that the responsibility for many of the delays and losses of mail matter of this class does not rest entirely with the employes of the postal service.

Thousands of letters annually deposited for transmission in the mails are misdirected or not directed at all, and it is often impossible, even with the aid of the facilities afforded by the Dead Letter Office, to deliver these letters to either the writer or the addressee. Every patron of the mails should habitually place upon the envelope or wrapper the name and address of the sender, so that if for any reason it can not be forwarded, or delivered to the addressee, it may be returned to the sender, or at least that he or she may be notified by the postal officials of any delinquency in the address, postage, or other requisite which may prevent its transmission or delivery.

BURGLARIES, BURNINGS, WRECKS, ETC.

In Exhibit D is included a class of cases which relate to special depredations, such as robberies, fires, wrecks, etc., which have been already described herein as D cases, the investigation of which constitutes an independent and important subdivision of the duties of the inspectors. The following table shows that there has been an almost uniform increase in the depredations and casualties treated of in this class of cases during the last fiscal year as compared with the year previous:

| Year. | Robberies of— | | | | Other causes. | | | |
|-----------|---------------|-------------------------|------------------|---------------|--------------------------------|----------------------|---------------|------------------------|
| | Post-offices. | Mail trains and stages. | Mail messengers. | Letter boxes. | Postal cars burned or wrecked. | Post-offices burned. | Pouches lost. | Pouches cut or stolen. |
| 1893..... | 1,195 | 37 | 1 | 26 | 69 | 530 | 290 | 335 |
| 1894..... | 1,621 | 48 | 1 | 50 | 50 | 558 | 390 | 366 |

With the exception of the pronounced increase in the number of post-office burglaries, which is considered more fully elsewhere in this report, there is nothing alarming in the above figures, for it is only reasonable to expect that crime and casualties will increase in proportion to the increase of opportunities presented by the growth of the Department. As bearing upon these figures the labor agitations of the past year must be considered, and the exposed country post-offices have doubtless suffered many depredations at the hands of tramps and other idle persons who, through inclination or force of circumstances, have sought to relieve their wants by acts of crime.

MISCELLANEOUS CASES.

The large number of cases of a miscellaneous character which are made up from this office and referred to inspectors are classed as O cases. Exhibit E sets forth the number and nature of the cases of this class which have been referred to post office inspectors for investigation during the last fiscal year. The total as shown in the exhibit was 11,231; of which 4,286 originated from the office of the Chief Inspector, 2,985 from the division of bonds and commissions, 1,656 from the office of the First Assistant Postmaster-General, 735 from the office of the Third Assistant Postmaster-General, 560 from the Auditor for the Post-Office Department, 287 from the office of the Second Assistant Postmaster-General, 232 from the Assistant Attorney-General for the Post-Office Department, and 20 cases from the Postmaster-General.

This class of cases includes the inspection of post-offices, the investigation of the responsibility of sureties on the official bonds of postmasters at money-order offices, complaints and charges against postmasters and other employés of the postal service, the establishment, discontinuance, location, change of site or name, and the equipment of post-offices, the appointment of postmasters, establishment, discontinuance, or change of service on mail routes, loss of mail keys, locks, pouches, or other property belonging to the postal establishment, collection of balances due the United States by retiring or delinquent officials, establishment or discontinuance of money-order offices, wrong payment of money orders, all schemes to defraud, and other matters of a miscellaneous nature.

In addition to the cases enumerated in Exhibits E, F, and G there were 31 cases of complaint against postmasters and the management of post-offices, which were treated by correspondence direct from this office and satisfactorily adjusted.

The total collections made from cases of this class during the last fiscal year through the division of post-office inspectors and mail depredations amounted to \$165,169.04, which is an increase of \$16,901.65 over the amount collected from the same source during the fiscal year 1893, and represents a trifle over 70 per cent of the entire amount (\$235,000) appropriated for the maintenance of this division for the year under

consideration. There was also collected by the inspectors from mail thieves and for losses occurring through the inadvertence of postal employes during the fiscal year the sum of \$13,284.66, which is an increase of \$1,530.82 over the amount collected from this source during the fiscal year 1893. There was also disbursed to rightful owners the sum of \$11,906.25 from moneys recovered as above stated. From the foregoing it will appear that there is a direct and important financial benefit accruing to the Government continually as the result of service performed by post-office inspectors.

FOREIGN CASES.

All complaints referred from this office affecting foreign mail matter are designated as F cases. The number of complaints of this class received during the last fiscal year was 14,950. This represents an increase of a little more than 12 per cent over the number of cases of this class reported for the previous year. Of this number, 10,010 cases related to registered matter, 4,697 to ordinary matter, and 243 were complaints of a miscellaneous character. The records show that 7,698 of these complaints, or inquiries, originated with foreign postal administrations, and 7,252 reached the Department from domestic sources.

Fortunately, the majority of complaints of this class, relating to registered matter, do not represent losses or irregularities of a very serious nature. Many of the registered articles under inquiry were successfully traced, and it was ascertained that some had been delivered without unnecessary delay; in other cases only slight delays had occurred; some had been improperly detained by the postmasters at the office of destination, and a considerable number had been returned to the offices of origin, either in the United States or foreign countries. In other cases investigation developed the fact that the articles in question had been wrongfully delivered, or delivered to persons other than the true addressees.

In many such cases the letters and contents have been recovered and restored to the proper persons, and in other instances, where the errors have been due to the carelessness of postal employes, the sums alleged to have been inclosed have been collected from the parties judged responsible and the same restored to rightful owners. The complaints received affecting foreign mail are of almost endless variety, but they partake of the same nature as those relating to domestic mail, with the exception that nearly all foreign mails are subjected to those casualties which are peculiar to the high seas. Section 668, Postal Laws and Regulations, 1893, requires the treatment by this office of cases where it becomes necessary to trace any article of mail matter to determine whether the same has been delivered or not, and also where some form of return receipt is required, which has not been received, as well as irregularities which may be made the subject of bulletins of verification between exchange offices setting forth any loss or damaged condition of international mail matter.

The F cases are treated for the most part by correspondence from this office. If a case requires personal investigation by an inspector, it is forwarded, with special instructions calculated to obtain an early report relating to such features as require presentation, to the foreign administration interested. Out of 16,309 cases of this class completed during the year it has been found necessary to refer 1,067 to inspectors. Many of these cases related to the more serious class of complaints, such as rifling, wrong delivery, actual loss, etc. Out of a total of 10,349

cases relating to registered matter which were completed during the year it was ascertained that in 10,069 no actual loss had been sustained; leaving 259 cases, or about 2 per cent of the whole number treated, in which no recovery was effected. The total number of losses of foreign registered matter resulting from robberies and burnings was 56. There have also been completed 374 cases relating to foreign complaints of a miscellaneous character.

In this connection it may be mentioned that a number of complaints have been received alleging the removal of postage stamps from mail matter in transit. In a number of instances the stamps so removed have been of the larger denominations of the Columbian issue. Investigation has led to the detection and arrest of a number of employes in our own service who have been guilty of this class of depredation, and foreign countries have been requested by correspondence to investigate a number of cases where it was believed that the depredations had been committed after the mail had passed beyond the jurisdiction of the United States.

The number of cases of this class relating to ordinary mail which have been disposed of during the year aggregates 5,586, of which number it was shown, upon investigation, that in 1,782 cases no actual loss had occurred. In the balance of 3,804 cases the letters or packets could not be traced, or the losses accounted for. In submitting complaints of alleged loss of ordinary mail matter it is of vital importance that every detail relating to the same should be given, such as the time, manner, and place of mailing, exact description of contents, complete address, etc., in order that search may be made of the records at exchange offices, offices of destination, and the Dead-Letter Office with a view to ascertaining if the letter or packet in question has been held for any cause.

While it is worthy of remark that the international mail facilities afforded under governmental protection have the entire confidence of the public, yet it is well that the public be cautioned against sending valuable inclosures in the ordinary mail, as the meager records made of such mail in transit greatly diminish the facilities for tracing articles and locating losses. When all possible domestic inquiries have been made by this office, full particulars of the results obtained are transmitted by correspondence to the foreign department interested, so that a similar course of inquiry may be pursued abroad. The usefulness of and necessity for these inquiries is sufficiently attested by the fact that most of the postal administrations of the world take a lively interest in ordinary mail inquiries, and some of them, especially the English, Canadian, German, and French departments, report a large number of cases.

More collections of money on account of the loss or rifling of registered matter have been effected in cases in which the United States and Canada were jointly interested than in those relating to any other foreign country. The policy of the Canadian postal department, like that of this office, appears to be to make collections of the full amount of the alleged inclosures of registered letters and complete restitution thereof. The Italian Government also has paid indemnity in a number of cases in which the loss or rifling of registers has been located in their service, but, as a rule, foreign governments have evinced a disposition to take advantage of the stipulations of article 8 of the Postal Union Regulations, which excuses them from paying indemnity upon lost registered articles originating in countries which have not as yet, by legal enactment, authorized the payment of a fixed indemnity as provided in said article.

The experience of inspectors operating in New York City led to the suggestion that, for the better protection of outgoing registered mail, a wax seal be affixed to letters in the New York post-office at the moment of their receipt and upon the opening of the registered-package envelopes. After noting carefully and reporting to this office any damage to the registered letters, or suspicious signs on their covers, the wax seal should be affixed; especially to those dispatched to the Italian, Russian, and Austro-Hungarian exchange offices, where losses have been most frequent.

One important step has already been taken, upon the urgent recommendation of the inspectors, by which it has been arranged that two experienced clerks of the registry division shall witness the final preparation for dispatch and the actual inclosure of the registered mail in the sealed bags in which it is to be transmitted. It is of the utmost importance that the New York exchange office should be surrounded by all possible safeguards. It has previously been the custom to note carefully the condition of registered matter received and to issue bulletins of verification to the exchange offices of origin wherein a damaged condition of letters is observed, but it also seems important that full and absolutely reliable records be made at the New York office by which registered articles can be successfully traced and correctly and positively identified.

In this connection it has been discovered that the system adopted by the German sea post-office service has not been as satisfactory in the treatment of registered matter as it has been in expediting the immense volume of ordinary mail received through that source. This is especially noticeable in regard to inquiries relating to mail originating in Russia, Austria-Hungary, Sweden and Norway, and the Netherlands. Prior to the introduction of the German sea post-office service it was the custom to enter all registered matter received from sources now covered by that service upon lists addressed directly to the New York exchange office. These lists were forwarded in sealed sacks, and, when received at New York, the registered articles were compared with their accompanying lists, and, after verification, the lists were filed in that office. Such lists were available to inspectors at all times, and enabled them to determine positively the exact date of receipt of each article registered, and the disposition made thereof.

Since the introduction of the German sea post-office service it has been the custom to open these sealed bags of registered matter while in transit in the sea post-offices, although such sealed bags are addressed to the New York exchange office. The letters are reassembled and entered upon entirely new lists prepared by the clerks of the sea post-office; these lists frequently contain 10,000 entries and embrace all the mail dispatched from the exchange offices connecting with this service. From these immense lists the original numbers under which the various articles registered were dispatched to New York are entirely omitted. While it is unquestionably a convenience to have the registered mail intended for New York and other large cities in this country separated from the great mass of ordinary mail, it is a question whether the same benefits which result to unregistered mail will apply with equal force to the registered mail.

The purposes for which registration records are made are for verification of the manner in which any particular article has been treated and the disposition made thereof. If such records are meager or incomplete their usefulness is greatly impaired, and renders abortive the efforts of inspectors to trace irregularities and locate losses; and, further, these

imperfect records open the way for those who follow dishonest inclinations to depredate upon the registered mail, under conditions involving a minimum of risk. At present the sea post-office lists do not in all cases contain entries of the post-office of origin, nor do they indicate the exchange office of dispatch with the date and dispatch number. In many cases the almost illegible postmark on the article itself renders it impossible to determine the office of origin, and it is believed that the addition of the original exchange office and the list number used by the same to the sea post-office lists as now rendered would be a material improvement to the records. This matter has already been the subject of correspondence between the German postal department and this office.

This office is indebted to the Postmaster-General of Canada and to the Chief Inspector of that service for their cordial and earnest cooperation in all matters pertaining to the security of the mails and the advancement of the service. The efforts of the Canadian postal officials have been especially effective in bringing to justice persons connected with schemes to defraud by the use of the mails passing between the two countries, and also in securing, through the Canadian Parliament, additional legislation providing just penalties for those found guilty of "unlawfully, fraudulently and deceitfully conspiring and agreeing together to defraud the public." In special inquiry cases and in all other matters under investigation between the two countries, prompt cooperation by the postal authorities of Canada has always been extended to this office and to the inspectors authorized to make special investigations.

Summary of F cases.

[Showing the number on hand, received, and disposed of during the fiscal year 1894, together with the number uncompleted at the beginning of the current fiscal year.]

| | |
|--|----------------|
| Cases on hand July 1, 1893, corrected balance..... | 4, 133 |
| Cases received relating to registered matter..... | 10, 010 |
| Cases received relating to ordinary matter..... | 4, 697 |
| Cases of a miscellaneous character..... | 243 |
| Total cases received..... | 19, 083 |
| Cases reported from foreign sources..... | 7, 698 |
| Cases reported from domestic sources..... | 7, 252 |
| Total..... | 14, 950 |

CLOSED.

| | |
|--|----------------|
| Cases closed, reported this year..... | 12, 176 |
| Cases closed, reported in previous years (corrected balance) | 4, 133 |
| Total cases closed..... | 16, 309 |
| Registered cases closed without loss..... | 10, 056 |
| Registered cases in which collections were made..... | 34 |
| Registered cases closed, no discovery..... | 186 |
| Registered cases closed on burglaries..... | 12 |
| Registered cases closed on burnings or wreckage | 44 |
| Registered cases closed, "No recovery"..... | 17 |
| Total registered cases closed..... | 10, 349 |
| Ordinary cases closed without loss | 1, 782 |
| Ordinary cases closed, loss not located..... | 3, 804 |
| Cases relating to international money orders..... | 16 |

| | |
|--|--------|
| Cases relating to dutiable matter..... | 23 |
| Cases relating to lotteries..... | 52 |
| Cases of a miscellaneous character..... | 283 |
| Total..... | 5,960 |
| Total registered cases closed..... | 10,349 |
| Total ordinary and miscellaneous cases closed..... | 5,960 |
| Total cases remaining on hand..... | 2,774 |
| Total..... | 19,380 |

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

Having reviewed the several classes of depredation work performed by this division during the past year, we come now to a consideration of the results achieved by our inspectors in their efforts to apprehend all offenders against the postal laws, and to mete out to them such punishments as are provided by our statutes. The number of arrests made by officers of this division during the year, as shown by Exhibit H, was 2,008; of this number 139 were postmasters, 48 were assistant postmasters, 41 were clerks in post-offices, 17 were railway post-office clerks, 40 were letter-carriers, 28 were mail-carriers, and 10 others were employed in minor positions in the postal service. The total number of post-office burglars arrested was 351, while the remainder of 1,334 were persons not connected with the postal service, who were arrested for various offenses against the postal laws. Of this number 1,111 cases have been disposed of in the United States courts and 43 in the State courts.

In the cases disposed of in the United States courts 109 were discharged on preliminary examination and 45 were tried and acquitted. In 205 cases the proceedings were dismissed; 13 prisoners escaped from custody pending trial; 3 forfeited their bail; 9 died awaiting trial; 37 were discharged by the United States grand jury, and 690 were convicted. There were in the United States courts on the 1st day of July, 1894, 800 cases awaiting trial. In the State courts 43 cases were disposed of, resulting in 41 convictions and 2 acquittals, leaving 54 cases awaiting trial. This exhibit shows a large increase in the number of post-office robberies committed during the last year over those reported for the fiscal year 1893.

In order that depredations of this class may be more fully understood, the following table is appended, showing the number of burglaries and burnings reported and the number of burglars arrested during the past decade:

| Year. | Number of post-offices. | Increase. | Post-offices burned. | Increase. | Post-offices burglarized. | Increase. | Burglars arrested. | Increase. |
|-----------|-------------------------|-----------|----------------------|-----------|---------------------------|-----------|--------------------|-----------|
| | | Per cent. | | Per cent. | | Per cent. | | Per cent. |
| 1884..... | 48,434 | | 278 | | 467 | | 87 | |
| 1885..... | 51,252 | 6 | 256 | *8 | 459 | *2 | 89 | 2 |
| 1886..... | 53,614 | 5 | 269 | 5 | 487 | 6 | 79 | *11 |
| 1887..... | 53,157 | 3 | 298 | 11 | 620 | 27 | 132 | 67 |
| 1888..... | 57,376 | 4 | 348 | 17 | 683 | 10 | 172 | 30 |
| 1889..... | 58,999 | 3 | 371 | 7 | 849 | 24 | 184 | 7 |
| 1890..... | 62,401 | 6 | 358 | *4 | 872 | 3 | 131 | *29 |
| 1891..... | 64,329 | 3 | 444 | 24 | 868 | 5 | 178 | 36 |
| 1892..... | 67,119 | 4 | 498 | 12 | 1,108 | 28 | 203 | 14 |
| 1893..... | 68,403 | 2 | 530 | 6 | 1,195 | 8 | 228 | 12 |
| 1894..... | 69,805 | 2 | 558 | 5 | 1,621 | 35 | 351 | 53 |
| 1884..... | 48,434 | | 278 | | 467 | | 87 | |
| 1894..... | 69,805 | 44 | 558 | 100 | 1,621 | 247 | 351 | 303 |

*Decrease.

It will be seen that the total number of post-offices burglarized during the last fiscal year exceeded those reported for the previous year by 426, or an increase of 35 per cent. The increase in post-office burglaries during the last ten years has been 247 per cent, and it will be observed that the increase in the number of burglaries during the fiscal year 1894 over the fiscal year 1893 was nearly equal to the total number of post-office burglaries committed during the entire year of 1884.

REWARDS.

This marked and even alarming increase in this class of mail depredations demands some immediate and effectual remedy, and I know of no proposition which seems to me to promise better results than the offering of suitable rewards for the apprehension and conviction of such criminals. Heretofore there has been no appropriation for this purpose. During the current fiscal year the sum of \$10,000 is available for rewards of all grades, but it will be seen that this sum is inadequate for the payment of the minor rewards for post-office burglaries after deducting the large rewards which are annually earned by the apprehension and conviction of train and stage robbers. During the last fiscal year there were 42 highway robberies of stages and mail messengers and 6 robberies of mail trains.

The notice of reward issued annually by the Postmaster-General, offers the sum of \$1,000 for the arrest and conviction of each person upon the charge of highway robbery of the mail while being conveyed in a mail car, and \$500 for the arrest and conviction of each person on the charge of highway robbery of the mail while being conveyed over any mail route other than a railroad. The amount already paid for rewards earned under this offer during the last fiscal year aggregate nearly \$7,000, and other claims are pending. From this it is apparent that there would be a very small surplus remaining from an appropriation of \$10,000 to be applied to the payment of rewards for post-office burglars, and from the number of stage and train robberies reported since July 1, 1894, we may anticipate that the total number of depredations of this character during the current fiscal year will equal, if not exceed, those of the last year.

Although I have on several occasions called attention to the matter of offering rewards for the arrest and conviction of post-office burglars, I feel that the importance of the subject justifies extended notice in this report. The varied duties which are required of post-office inspectors prevent them from giving their attention specially to the apprehension of post-office burglars, and it is a fact that the police authorities appear to have a general opinion that the robbery of a United States post-office is no special concern of theirs, and that such matters properly come under the jurisdiction of the United States courts and officials. It also appears to be generally understood that the losses resulting from the robberies of post-offices are sustained by the Government and not by the postmasters, and this consideration has a tendency to make local authorities less zealous in their endeavors to pursue and arrest criminals of this class.

Police officers have stated that if they had the assurance that even actual expenses would be paid they would make vigorous efforts to apprehend burglars of this class, but feeling that they would be compelled to incur personal expense in the pursuit of offenders against the United States statutes they have preferred to leave such pursuit to

United States officers. I have no doubt that the offering of a small reward for the arrest and conviction of post-office burglars would spur local officers to an active pursuit of these offenders, and would undoubtedly result in the capture and conviction of a much larger number of them.

Owing to the fact that only \$10,000 has been appropriated for this purpose for the current fiscal year, I have not felt justified in recommending a general offer of reward for the apprehension and conviction of post office burglars. In order to keep within the limit of the appropriation only a few special offers of reward have been made by the Postmaster-General. If the appropriation could be increased to \$25,000, a standing offer of reward for the apprehension and conviction of post-office burglars could be issued by the Postmaster-General, the same as is now done in the matter of rewards for the arrest and conviction of highway mail robbers. It is earnestly hoped that the appropriating power can be convinced of the necessity and importance of increasing the fund available for rewards from \$10,000 to \$25,000, and I am confident that the results will fully justify such action.

MONEYS RECOVERED AND RETURNED TO OWNERS.

The treatment of moneys recovered on account of losses in the mails is shown by the following tabulated statement. The amounts stated are those received from mail thieves or voluntarily returned by them or their friends, or else collected as a disciplinary measure from persons through whose carelessness the loss occurred. A glance at this summary shows that the number of cases in which collections have been made and restitution effected during the last fiscal year exceeds that of the previous year by 276. The total amount collected last year is \$1,530.82 in excess of the collections for 1893, and the amount disbursed also shows a surplus of \$1,320.64 over the previous year. This is, indeed, a very satisfactory showing.

RECEIPTS.

| | |
|--|---------------|
| Balance remaining over, unexpended from fiscal year 1893, representing collections made during that and previous years.. | \$3, 078. 15 |
| Total amount recovered and collected (and received at the Department) during the fiscal year 1894..... | 13, 284. 66 |
| Total amount to be accounted for | \$16, 362. 81 |

DISBURSEMENTS.

| | |
|--|--------------|
| Total amount restored to proper owners: | |
| In 910 Class A cases (reported losses in domestic registered mail)..... | \$9, 439. 40 |
| In 194 Class B cases (reported losses in unregistered mail)... | 1, 466. 56 |
| In 10 Class C cases (reported losses from miscellaneous cases) | 82. 81 |
| In 3 Class D cases (reported losses of Government property, mail sacks, etc.) | 175. 87 |
| In 34 Class F cases (reported losses in foreign registered and unregistered mail)..... | 637. 27 |
| In four special cases (not regularly classified)..... | 104. 34 |
| Total amount disbursed | 11, 906. 25 |
| Balance remaining unexpended at the end of fiscal year 1894 | 4, 456. 56 |

Comparative statement, by fiscal years, for the period from 1884 to 1894.

| Year. | Number of cases, all kinds. | Total amount disbursed. |
|------------|-----------------------------|-------------------------|
| 1884..... | 772 | \$17,932.33 |
| 1885..... | 851 | 15,203.43 |
| 1886..... | 1,031 | 16,469.44 |
| 1887..... | 860 | 12,622.61 |
| 1888..... | 791 | 12,209.93 |
| 1889..... | 952 | 14,511.75 |
| 1890..... | 1,190 | 14,969.17 |
| 1891..... | 1,195 | 21,365.90 |
| 1892..... | 1,329 | 17,394.92 |
| 1893..... | 879 | 10,585.61 |
| 1894..... | 1,155 | 11,906.25 |
| Total..... | 11,005 | 165,171.34 |

SOME SPECIAL CASES.

The importance and variety of the services required of post-office inspectors and the delicate and dangerous situations into which their duties frequently lead them may be best illustrated by a brief résumé of several cases which have been successfully prosecuted during the last year.

Under this head may be mentioned the trials and conviction of one Howlet, widely known as Rev. G. F. B. Howard, of Jackson, Tenn., whose arrest was mentioned in my last annual report. The prosecution of this notorious swindler developed one of the most carefully devised and persistently and successfully executed schemes to defraud that have been brought to light for some years.

Howard is a man of more than ordinary intelligence, of good education, great energy, a persuasive orator, and a forceful writer. The title of doctor of divinity had been conferred upon him; he was a duly licensed attorney and the editor of two or three religious publications. His conviction necessitated two lengthy and carefully prosecuted trials. The first trial of several weeks resulted in a hung jury, which stood 10 for conviction and 2 for acquittal. The second trial began December 6 and lasted twenty-eight days. Witnesses were summoned from various portions of the United States, from Scotland Yard, and other points in Europe. Ex-Minister Robert T. Lincoln and Consul-General New, of London, were among the distinguished witnesses present. As a result of this testimony Howard was confronted with a mass of most damning evidence.

This evidence showed that in 1890 Howard had begun operations in New York under the name of E. Ross, manager of the European Claims Agency, from which place he mailed thousands of circulars advertising his business, which, he alleged, was to secure possession of legacies and bequests for residents of this country who had inherited large estates in various portions of Europe. In the latter part of 1891 Howard went to England, and under the name of William Lord Moore sent notices to his former correspondents to the effect that Ross had died and that he (Moore) had taken up their claims. Under the name of Ross he had drawn on his victims for \$25 each to perfect a bond in order to begin suit for the alleged estate, and under the name of Moore he called for an additional \$25 to reinstate the suits which he said Ross had neglected.

In August, 1892, he returned to New York and, under the name of Joseph Leger, sent out a large number of fraudulent decrees pur-

porting to emanate from the supreme court of chancery of nowhere and signed "De Longue, chancellor." These decrees authorized the said Joseph Leger to issue possession papers in the case of each of the alleged bequests, upon receiving the taxes due thereon. A letter accompanied each decree demanding the payment of \$35 in United States money for the satisfaction of the said taxes. Through this scheme Howard received thousands of dollars from unsuspecting dupes. A perusal of the letters sent by these unfortunate victims reveals many pathetic and ridiculous situations. One woman mortgaged her farm to secure the necessary amount, another sold her cow, and yet another took in washing in order to procure the required fee.

Howard stoutly maintained his innocence to the last and made a most stubborn fight, assisted by able counsel. He introduced forged depositions and as a last resort he brought four young men from New York who testified falsely at the final trial that Howard was not the man who operated this grand swindle. But the inspectors of this Department followed Howard's trail carefully and persistently, and their efforts were loyally and ably supported by the officers of the Department of Justice. The result was a verdict of guilty which was returned January 4, 1894, and on the same day Howard was sentenced to a term of nine years and one month in the Ohio penitentiary and to pay a fine of \$1,200. The four young men who testified falsely in this trial have since been convicted of perjury.

Another conspicuous offender against the postal laws who was brought to grief during the last year was Le Roy Harris, alias William H. Clark, post-office robber, forger, and swindler. Harris was formerly in the employ of the New York post-office. In January last he visited a small post-office in the State of Connecticut and managed to get possession of the money-order and postal-note blanks, records, etc., belonging to said office. With these blanks in his possession he at once undertook an elaborate scheme to defraud the Post-Office Department of money-order funds. He succeeded in obtaining over \$3,000, and his operations extended as far west as Indiana. The post-office inspectors on the case finally apprehended him at Buffalo, N. Y., on February 17, 1894, or about six weeks after the theft of the blanks.

Harris was not only a shrewd operator, but he was also a desperate character, and only submitted to arrest at the muzzle of an inspector's revolver. The inspector at once transferred Harris to the custody of a deputy U. S. marshal, but through a misunderstanding the person of the prisoner was not searched. Later in the day Harris was taken before a U. S. commissioner, and, while that officer was issuing the necessary papers, the prisoner suddenly drew a revolver, and covering the five men who were present, ordered all hands up under pain of instant death to the man who disobeyed. The officials were taken entirely by surprise and had no other alternative but to comply. Harris then backed to the door, unlocked it, backed out, closed and locked the door, and escaped. He was, however, recaptured the same night by the chief of police at Clifton, Ontario. His trial resulted in conviction, and he is now serving his sentence in the penitentiary at Joliet, Ill.

No class of criminals offending against the postal laws has escaped the vigilance of the post-office inspectors. Even the desperate and murderous highway mail robbers have been persistently, fearlessly, and successfully trailed by members of this force. The most conspicu-

ous incident in connection with this class of criminals was the pursuit and capture of the gang of desperadoes who robbed the mail car on the Kansas and Arkansas Valley Railroad at Seminole Station, on the night of December 24, 1893. Two days prior to this robbery the same gang had attempted to hold up the north-bound passenger train on the Missouri, Kansas and Texas Railroad near Kelso Station, Indian Territory, but the engineer refused to stop, and as the train flew past the would-be robbers fired a volley into the cab, killing the fireman.

About a week later the same parties attempted to hold up the train on the Caney Valley Air Line near Sedan, but failed, as the engineer in this case also declined to stop at their signal. The trail of the robbers was at once taken up by an inspector, supported by a posse of resolute deputy U. S. marshals. After weeks of pursuit the officers surprised the gang at midnight in the house of one of its own number. The officers rushed upon the house, broke down the door, and were greeted by a pistol shot from one of the robbers, which did no further damage than to put out the light. A general fusillade followed, and when the shooting was over it was found that one of the train robbers had been killed, another mortally wounded, and two had been captured. This fight took place on Big Creek, in the Indian Territory. The robber who was wounded in the fight died two days later in the jail at Fort Smith, Ark. One of the two robbers captured turned State's evidence, and the other is now serving a term of fifteen years in the penitentiary at Brooklyn, N. Y. Another member of this gang was captured just previous to the fight, and upon trial pleaded guilty to train robbery, and was also sentenced to fifteen years at hard labor in the Brooklyn penitentiary.

In 1890 and 1891 the inspectors from this office succeeded in running down a most dangerous, shrewd, and desperate gang of criminals who were engaged in systematic and successful depredations upon street letter boxes. James K. Stratton was the leader, and Prentice Tiller and Thomas C. Boalan were his pals and close rivals as accomplished criminals, burglars, letter-box robbers, forgers, and all-around thieves. Boalan escaped from jail at Nashville, Tenn., on November 6, 1891, while in the custody of the sheriff, awaiting transfer to United States officers. Tiller was sentenced to a term of seven years in the penitentiary at Jackson, Mich., from which institution he escaped May 15, 1893. Stratton's sentence was for a term of twenty-one years in the penitentiary at Canyon City, Colo., but he also succeeded in escaping from prison on the night of September 17, 1893.

Special rewards were offered by this Department for the capture of each of this trio of criminals, and the inspectors and local police were put on the alert. Tiller was the first man to be taken, his capture being effected in Detroit, Mich., on February 6, 1894, and he was forthwith returned to the penitentiary at Jackson, Mich. Boalan was the next to fall under the vigilance of the law, and found himself once more a prisoner at Chicago, Ill., on June 22, 1894, and he has since been sentenced to the penitentiary at Joliet, Ill. Stratton's capture and return to prison was not effected until after the commencement of the current fiscal year. These are most gratifying results, and for the first time all of the leading members of this gang of letter-box thieves are in the penitentiary.

The arrest of Charles Ford by the post-office inspectors at Port Huron, Mich., on July 1, 1893, terminated one of the boldest, most extensive, and successful lines of depredations on the ordinary mail

that has ever been attempted in this country. For two years losses had occurred in the mails passing between the United States and Canada on the Grand Trunk Railway. The depredations were daily, and at the time this arrest was made it was estimated that fully 100,000 letters had been stolen. The Canadian inspectors had cooperated with our own, but they had been baffled in their efforts to locate the thief.

On July 1, 1893, two of our inspectors, who were then on the case, saw a man enter a mail car into which the mail received from Canada had been transferred about a half an hour previous. One of the inspectors took a position from which he observed this man break the seals of one of the Canadian pouches and fill his spacious pockets with packages of ordinary mail. The thief then resealed the pouch and left the car, locking the door after him. He was at once taken into custody by the inspectors and his coat found fairly padded with stolen mail. At the time Ford was arrested he was superintendent of repairs for the Grand Trunk Railway Company, which position he had held for many years. He was one of their most intelligent, valuable, and trusted employes. He stood high in the community in which he had lived all his life, and at one time was alderman for the Ninth ward of Port Huron and mayor *pro tempore*.

The officials of the Grand Trunk Line in expressing their astonishment at his arrest said to the inspectors: "So great was our confidence in this man that, had you asked for any assistance, he is the one we would have detailed to aid you in ferreting out the cause of these losses." Upon trial Ford pleaded guilty and was sentenced to nine years' imprisonment at hard labor.

Another bold scheme to defraud the Post-Office Department was undertaken in Texas about a year ago. A telegram to this office announced that on October 5, 1893, the mail stage from Robert Lee, Tex., to Ballinger, Tex., had been stopped by two masked men and all the registered mail stolen, among which, it was alleged, there was a letter containing a remittance of \$3,100 in money-order funds from the post-office at Robert Lee. An inspector was at once put to work on the case and soon developed a bold but bungling conspiracy to defraud the Government. The conspirators were W. F. Buchanan, president of the Cook County Bank at Robert Lee; Charles Rowe, the assistant postmaster; J. M. Harris, clerk in the post-office, and J. D. Walling, the stage-driver.

The investigation showed that not one cent of the \$3,100 which it was alleged had been stolen had ever been sent from the post-office, and that, in reality, there had been no robbery of the stage or mail. The facts relating to the conspiracy were as follows: About 11 o'clock on the night preceding the alleged robbery Harris and Walling rode out of town taking with them three registered letters, one of which was a "dummy," supposed to contain \$3,100. They took a different road than that traveled by the mail coach, and after riding a short distance crossed over to the Ballinger road and halted in a little ravine, where it was decided to claim that the stage had been held up.

They tied their horses in a clump of trees, walked down the Ballinger road, and made tracks to show where the supposed robbers had stood. They then went down the ravine a hundred yards, tore open the registered letter supposed to contain \$3,100, and laid the jacket and the "fake" remittance sheet on the ground; they also tore open the other two registered letters, one containing \$5 and the other \$2, and left the envelopes and their contents, minus the money, lying about on

the ground. They then remounted their horses and followed the main road back to town. The next morning Walling left with the mail and on the road he cut open the mail pouch. When he arrived at the next post-office on his route he reported that the stage had been held up and the mail pouch cut and rifled. All the parties to this conspiracy were arrested and convicted.

One of the most extensive gangs of swindlers ever organized in the South for the purpose of defrauding private individuals and the Government by a fraudulent use of the mails was disclosed by a number of arrests which were made in South Carolina last year. A large number of newly created fourth-class post-offices had sprung up in one of the counties in the northern part of the State, many of which were located in isolated cabins, and in some cases the postmaster was the sole patron of the office. The minor purpose of this scheme was to defraud the Government by the falsification of the quarterly returns of the cancellation of postage stamps and the illegal disposition of the stamps secured through these false returns. But a more elaborate and far-reaching purpose was to swindle private individuals and business firms by obtaining from them, through a fraudulent use of the mails, such articles as sawmills, steam engines, pianos, safes, desks, furniture, and many other classes of merchandise.

These isolated postmasters each had letter heads printed bearing the name of the alleged town, of the post-office, and the postmaster. Upon one of these printed letter-heads an order would be written for an article, and reference would be made to some one or two of the postmasters in the conspiracy, who would of course give the intending purchaser first-class indorsements, and upon such indorsements the article ordered was usually forwarded. Purchases were invariably made upon the installment plan; as soon as the articles were received they were mortgaged by the purchaser to some other one of the postmasters, and to give such transactions the color of validity the papers relating to the mortgage and a small sum of money were passed between the conspirators in the presence of innocent witnesses. Very little, if anything, was paid when the article was purchased, and no subsequent installments were remitted, and when the merchant undertook to collect his claim he found the purchaser insolvent and his goods in the hands of parties who claimed to be innocent purchasers.

One instance is related of a firm in Augusta, Ga., who forwarded a piano valued at \$325 to one of these postmasters. The piano was mortgaged and transferred in the usual way, and when the agent of the firm appeared on the ground he was unable to collect any portion of the balance due on the instrument, and although he finally obtained possession of the piano, he was obliged to give a bond in double its value and to pay the freight back to Augusta in order to get possession of his own property. The shrewd organizer and director of this nefarious scheme succeeded for a long time in guarding his own actions in such manner as to avoid the discovery of evidence that would justify his prosecution, but the detection, arrest, and prosecution of a number of the postmasters who were his confederates in the scheme, led to a full disclosure of the details of the organization and the names of all parties connected therewith. These persons are now under indictment, and it is confidently expected that the great mass of positive evidence obtained, together with the confessions made by several of them, will result in speedy conviction and wholesome sentences at the next session of the United States court for the district in which the swindlers were located.

GREEN GOODS.

Operators in what is known as the "green goods" or "sawdust" swindle have evinced remarkable industry during the past year, and have mailed a large amount of their literature to every section of the country. Their headquarters are located in New York City, and their letters and other advertising matter are so adroitly worded as to convey to persons receiving them the idea that counterfeit money, so artistically executed as to defy detection except by the best experts, is being offered them at one-tenth of the face value thereof in United States currency. This is a scheme in which the victim is as culpable as those who are the managers and beneficiaries of the swindle; for the man who seeks to purchase counterfeit money does so with the intention of defrauding his neighbors or the Government. The inspectors have given this matter all the attention possible, and in conjunction with the officers of the Society for the Suppression of Vice and Crime have achieved satisfactory results in a number of cases.

OBSCENE MATTER.

The laws upon our statute books affecting obscene matter and the watchfulness of the inspectors and other officials of the Department have exerted a powerful restraining influence upon those who so persistently seek to disseminate this literature, and although it seems almost impossible to entirely suppress it, yet the strong check which has been thus maintained has prevented that widespread demoralizing influence, especially to the young, which would be the natural result if this degrading literature, with its disgusting illustrations, were allowed to circulate freely through the mails.

Urgent necessity exists for more stringent statutes bearing upon both green goods and obscene matter.

COMMITTEE ON POST-OFFICE BUILDINGS.

The committee appointed by the Postmaster-General to examine and report upon plans submitted for post-office buildings, of which the Chief Post-Office Inspector is chairman, has held 19 meetings during the year, and has considered the plans for 11 post-office buildings, or buildings in which post-offices were to be located. The functions of this committee are to examine the plans submitted by the Treasury Department for approval by the Postmaster-General and to report to the Postmaster-General the adequacy of such buildings and accommodations for post-office purposes. The plans for 2 buildings were found to meet all requirements for the purposes intended and were therefore recommended for approval. In 9 cases changes were suggested by the committee, and in every instance it was found feasible by the Treasury Department to adopt the recommendations submitted.

The statements covering the operations of the three divisions of this Bureau are believed to be explicit. I have refrained from making specific recommendations in some instances, feeling that the figures submitted speak for themselves and that further extended comment is unnecessary. It is hoped that the report contains something in the way of valuable suggestion.

Very respectfully,

R. A. MAXWELL,

Fourth Assistant Postmaster-General.

THE POSTMASTER-GENERAL.



| States and Territories. | No loss. | | | | | | |
|---------------------------|---------------------------------|-------------------|--------------------|-----------------------------------|--------------------|---------------|---------------|
| | "O. K." No cause for complaint. | Improper address. | Improper dispatch. | Carelessness of postal employees. | Unavoidable delay. | Other causes. | No inclosure. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Alabama..... | 37 | 1 | | 3 | 1 | 2 | 6 |
| Alaska..... | | | | | | | |
| Arizona..... | 4 | | | 1 | | 1 | |
| Arkansas..... | 25 | 2 | 1 | 2 | | 7 | 3 |
| California..... | 28 | 1 | 8 | | 2 | 5 | 1 |
| Colorado..... | 9 | 1 | 1 | 2 | | 4 | |
| Connecticut..... | 29 | 1 | 5 | | 1 | 2 | |
| Delaware..... | 1 | | | 1 | | | |
| District of Columbia..... | 58 | | 3 | 1 | | 4 | |
| Florida..... | 27 | | | 2 | 1 | 1 | 2 |
| Georgia..... | 27 | | 1 | | | 2 | 2 |
| Idaho..... | 12 | | | | | 3 | |
| Illinois..... | 88 | 1 | 6 | 4 | | 8 | 7 |
| Indiana..... | 28 | 1 | 1 | | | 2 | 3 |
| Indian Territory..... | 12 | | 1 | 3 | | 4 | 1 |
| Iowa..... | 25 | | 3 | | | 1 | 1 |
| Kansas..... | 34 | 1 | 4 | 4 | | 5 | 2 |
| Kentucky..... | 22 | 2 | | | 1 | 4 | 2 |
| Louisiana..... | 22 | | | 5 | | 2 | 2 |
| Maine..... | 5 | | | | | 1 | |
| Maryland..... | 20 | | | 2 | | 2 | |
| Massachusetts..... | 25 | | | 2 | 1 | | 2 |
| Michigan..... | 32 | | 3 | 1 | 1 | 5 | 2 |
| Minnesota..... | 19 | | | 1 | | 2 | |
| Mississippi..... | 33 | | 1 | 3 | | 3 | 5 |
| Missouri..... | 66 | 3 | 11 | 4 | 1 | 3 | 1 |
| Montana..... | 17 | | 1 | 1 | | 18 | |
| Nebraska..... | 13 | | 3 | 5 | | 3 | |
| Nevada..... | 2 | | | | | | |
| New Hampshire..... | 12 | | | | | 1 | |
| New Jersey..... | 26 | 1 | | 1 | | 3 | |
| New Mexico..... | 10 | | | | | 10 | |
| New York..... | 125 | 4 | 10 | 6 | | 14 | 3 |
| North Carolina..... | 29 | | 1 | 1 | | 1 | 1 |
| North Dakota..... | 2 | | 1 | | | 4 | |
| Ohio..... | 42 | 1 | 1 | 7 | | 1 | 4 |
| Oklahoma..... | 22 | | 1 | | | 5 | 1 |
| Oregon..... | 29 | 1 | 1 | 1 | | 31 | |
| Pennsylvania..... | 81 | 1 | 9 | 8 | | 4 | 4 |
| Rhode Island..... | 1 | | | | | 2 | |
| South Carolina..... | 7 | | 2 | 2 | | 1 | |
| South Dakota..... | 5 | | | | | 1 | |
| Tennessee..... | 26 | | 2 | 4 | 1 | 3 | 1 |
| Texas..... | 47 | 2 | 7 | 8 | 1 | 2 | 4 |
| Utah..... | 6 | | 1 | | | 16 | |
| Vermont..... | 8 | | | | | 1 | |
| Virginia..... | 40 | | 1 | 1 | | 2 | 2 |
| Washington..... | 13 | | | | | | 1 |
| West Virginia..... | 32 | | 2 | | | | 1 |
| Wisconsin..... | 22 | | 2 | | 1 | 1 | |
| Wyoming..... | 2 | | 1 | | | | |
| Grand total..... | 1,307 | 22 | 85 | 86 | 12 | 197 | 64 |

EXHIBIT

No Inclosure.

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EXHIBIT C.—R

| States and Territories. | "O. K." No cause for complaint. | Improper address. | Improper dispatch. | Carelessness of postal employes. | No loss. | | |
|-------------------------|---------------------------------|-------------------|--------------------|----------------------------------|--------------------|---------------|---------------|
| | | | | | Unavoidable delay. | Other causes. | No inclosure. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Alabama | 5 | 1 | 1 | 7 | | 1 | 1 |
| Alaska | 1 | | | | | | |
| Arizona | | | | 1 | | 3 | |
| Arkansas | 14 | | | 5 | | | 1 |
| California | 6 | | | | | 8 | 1 |
| Colorado | 2 | | | | | 1 | 3 |
| Connecticut | 1 | | | | | | |
| Delaware | | | | | | | |
| District of Columbia | 10 | | 1 | | 1 | 1 | |
| Florida | 4 | | | 5 | | | 1 |
| Georgia | 2 | | 5 | 7 | | 3 | |
| Idaho | 1 | | | | | | |
| Illinois | 15 | | | 2 | | 3 | 1 |
| Indiana | 4 | | 1 | 1 | | | 1 |
| Indian Territory | | | | 1 | | | 1 |
| Iowa | 6 | | | 3 | | 3 | 4 |
| Kansas | 4 | | | 2 | | 3 | 2 |
| Kentucky | 5 | | | | | 3 | |
| Louisiana | 5 | | 1 | 1 | | 3 | |
| Maine | | | | | | 1 | |
| Maryland | | | | 1 | 3 | | 1 |
| Massachusetts | | | 1 | 2 | | 1 | |
| Michigan | 5 | | | 2 | | | 1 |
| Minnesota | 3 | | | 1 | | | |
| Mississippi | 3 | | 1 | 1 | | 2 | 8 |
| Missouri | 11 | | | 5 | | 1 | 1 |
| Montana | | | | 1 | | | |
| Nebraska | 5 | | | 1 | | 1 | 4 |
| Nevada | | | | | | | |
| New Hampshire | | | | | | | |
| New Jersey | 1 | | | 8 | | | |
| New Mexico | 4 | | | | | | |
| New York | 13 | 1 | 2 | 4 | | 2 | 6 |
| North Carolina | 3 | | | 2 | | 1 | 4 |
| North Dakota | | | | | | | |
| Ohio | | | | 2 | | | 2 |
| Oklahoma | | | | 2 | | | 1 |
| Oregon | | | | | | | |
| Pennsylvania | 10 | | | 1 | | 4 | 2 |
| Rhode Island | | | | | | | |
| South Carolina | | | | 2 | 1 | | |
| South Dakota | 1 | | | 1 | | | |
| Tennessee | 3 | | 1 | 9 | | 2 | 3 |
| Texas | 10 | | 1 | 8 | | 3 | 1 |
| Utah | | | | | | | 1 |
| Vermont | | | | 1 | | | |
| Virginia | 1 | | | 1 | | | |
| Washington | 1 | | | | | | |
| West Virginia | 8 | | | | | | |
| Wisconsin | 1 | | | | | | |
| Wyoming | 2 | | | 1 | | 1 | |
| Grand total | 170 | 2 | 15 | 86 | 5 | 51 | 51 |

EXHIBIT A.—Number and character of complaints (by States) upon which "A" cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1894.

| States and Territories. | Letters. | | Parcels. | | Total. | Alleged cause of complaint. | | | | | | | | | | Total. |
|-------------------------|--|----------------------|------------------|-------------|--------|-----------------------------|-------|--------------------|------------|-----------------|------------|-----------------------------------|--------------------|---------------|-------|--------|
| | In which contents were stated when complaint was made. | Contents not stated. | Contents stated. | Not stated. | | Rifling. | Loss. | Loss from R. P. E. | Detention. | Wrong delivery. | Tampering. | Carelessness of postal employees. | Improper dispatch. | Other causes. | | |
| Alabama..... | 77 | 68 | 1 | 2 | 148 | 63 | 72 | 1 | 2 | 4 | 2 | 1 | 1 | 2 | 148 | |
| Alaska..... | 1 | | | | 1 | 1 | | | | | | | | | 1 | |
| Arizona..... | 28 | 7 | 1 | | 36 | 12 | 17 | | 1 | 5 | 1 | | | | 36 | |
| Arkansas..... | 87 | 54 | | | 141 | 76 | 51 | 2 | 2 | 4 | 2 | | | 4 | 141 | |
| California..... | 38 | 63 | 5 | 1 | 107 | 31 | 60 | 5 | 2 | 7 | 1 | 1 | | 2 | 107 | |
| Colorado..... | 31 | 43 | 1 | 1 | 76 | 20 | 44 | 1 | 3 | 5 | | | | 3 | 76 | |
| Connecticut..... | 24 | 39 | 7 | 8 | 73 | 15 | 55 | | 2 | 1 | | | | | 73 | |
| Delaware..... | 5 | 2 | | | 7 | 3 | 2 | | | 1 | | | | 1 | 7 | |
| Dist. of Columbia..... | 63 | 55 | 5 | 3 | 126 | 18 | 104 | | 2 | 2 | | | | | 126 | |
| Florida..... | 63 | 47 | 1 | 1 | 112 | 49 | 60 | | 2 | 2 | | | | 1 | 112 | |
| Georgia..... | 126 | 64 | | 1 | 191 | 119 | 60 | 2 | 2 | 5 | 1 | 1 | 1 | 2 | 191 | |
| Idaho..... | 22 | 18 | | | 40 | 8 | 28 | | 2 | 1 | 1 | | | | 40 | |
| Illinois..... | 152 | 129 | 16 | 19 | 316 | 113 | 180 | 3 | 2 | 12 | 3 | | | 3 | 316 | |
| Indiana..... | 147 | 73 | 3 | | 224 | 130 | 71 | 3 | 1 | 1 | 2 | 1 | 3 | 12 | 224 | |
| Indian Territory..... | 33 | 33 | 1 | | 67 | 33 | 28 | | 1 | 1 | | | | 4 | 67 | |
| Iowa..... | 56 | 55 | 2 | 2 | 115 | 51 | 60 | | 2 | 2 | | | | | 115 | |
| Kansas..... | 142 | 73 | 5 | 2 | 222 | 80 | 131 | 2 | 1 | 2 | 2 | 1 | 1 | 3 | 222 | |
| Kentucky..... | 85 | 50 | 2 | 1 | 138 | 80 | 49 | | 4 | 2 | 1 | | 1 | 1 | 138 | |
| Louisiana..... | 65 | 51 | 3 | 1 | 120 | 47 | 61 | 1 | 7 | 2 | | | 1 | 1 | 120 | |
| Maine..... | 8 | 9 | | 1 | 18 | 8 | 9 | | 1 | | | | | | 18 | |
| Maryland..... | 51 | 31 | 3 | 1 | 86 | 46 | 33 | 1 | | 1 | 1 | | | 4 | 86 | |
| Massachusetts..... | 42 | 28 | | 1 | 71 | 33 | 26 | | 2 | 8 | | 1 | 1 | | 71 | |
| Michigan..... | 64 | 51 | 3 | | 118 | 55 | 55 | 2 | 1 | 3 | 2 | | | 2 | 118 | |
| Minnesota..... | 29 | 41 | 1 | 2 | 73 | 28 | 41 | | 2 | 2 | | | | | 73 | |
| Mississippi..... | 103 | 96 | 2 | 1 | 202 | 85 | 102 | 3 | 3 | 6 | | | | 3 | 202 | |
| Missouri..... | 131 | 109 | 10 | 3 | 253 | 100 | 135 | 3 | 2 | 5 | 3 | 3 | | 2 | 253 | |
| Montana..... | 33 | 74 | | | 107 | 23 | 78 | | 2 | 3 | 1 | | | | 107 | |
| Nebraska..... | 28 | 35 | 1 | 3 | 67 | 24 | 38 | 1 | | 4 | | | | | 67 | |
| Nevada..... | 7 | 4 | | | 11 | 6 | 5 | | | | | | | | 11 | |
| New Hampshire..... | 4 | 17 | 1 | | 22 | 5 | 16 | 1 | | | | | | | 22 | |
| New Jersey..... | 53 | 37 | | 1 | 91 | 37 | 48 | | 2 | 1 | | 2 | 1 | | 91 | |
| New Mexico..... | 23 | 21 | | 1 | 45 | 17 | 25 | | | 1 | | | 2 | | 45 | |
| New York..... | 180 | 191 | 20 | 23 | 414 | 139 | 246 | 3 | 8 | 14 | 2 | | | 2 | 414 | |
| North Carolina..... | 53 | 36 | | | 89 | 42 | 44 | 1 | | 1 | | 1 | | | 89 | |
| North Dakota..... | 11 | 21 | | | 32 | 8 | 23 | | | | | | | 1 | 32 | |
| Ohio..... | 133 | 84 | 2 | 5 | 224 | 113 | 85 | 4 | 2 | 7 | | 1 | | 12 | 224 | |
| Oklahoma Territory..... | 27 | 27 | | | 54 | 23 | 30 | | | | | 1 | | | 54 | |
| Oregon..... | 33 | 112 | 1 | 1 | 147 | 25 | 115 | | | 3 | 2 | 1 | | 1 | 147 | |
| Pennsylvania..... | 255 | 150 | 5 | 1 | 411 | 218 | 170 | 2 | 4 | 10 | 3 | | | 4 | 411 | |
| Rhode Island..... | 6 | 3 | | | 9 | 6 | 2 | | | 1 | | | | | 9 | |
| South Carolina..... | 35 | 23 | 3 | 1 | 62 | 33 | 21 | 1 | 2 | 2 | | | | 2 | 62 | |
| South Dakota..... | 15 | 22 | | | 37 | 17 | 12 | | 2 | 2 | 3 | | | 1 | 37 | |
| Tennessee..... | 131 | 59 | 1 | 1 | 192 | 113 | 68 | 1 | | 4 | 3 | | | 3 | 192 | |
| Texas..... | 134 | 112 | 1 | 7 | 254 | 112 | 119 | 5 | 1 | 9 | 4 | | | 2 | 254 | |
| Utah..... | 12 | 60 | | 1 | 73 | 11 | 62 | | | | | | | | 73 | |
| Vermont..... | 13 | 5 | | 1 | 19 | 9 | 8 | | 1 | 1 | | | | | 19 | |
| Virginia..... | 69 | 72 | | | 141 | 55 | 79 | 1 | 3 | 1 | | | 1 | 1 | 141 | |
| Washington..... | 22 | 33 | | | 55 | 20 | 34 | | | 1 | | | | | 55 | |
| West Virginia..... | 104 | 74 | 2 | | 180 | 104 | 69 | 1 | | 3 | 3 | | | | 180 | |
| Wisconsin..... | 44 | 42 | 1 | 1 | 88 | 37 | 42 | | 4 | 5 | | | | | 88 | |
| Wyoming..... | 15 | 6 | | | 21 | 9 | 10 | | | 2 | | | | | 21 | |
| Grand total..... | 3,113 | 2,609 | 110 | 94 | 5,926 | 2,510 | 2,983 | 50 | 76 | 157 | 43 | 15 | 15 | 77 | 5,926 | |

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters.

COMPLAINTS RECEIVED.

| Where mailed. | Letters. | With inclosures. | Without inclosures. | Packages. | Post-offices robbed. | Post-offices burned. | Postal cars wrecked or burned. | Stages robbed. | Mail messengers or wagons robbed. | Pouches lost. | Pouches cut, intention-ally or by accident or stolen. | Street letter boxes rifled. | Total number of com-plaints received. |
|---------------------------|----------|------------------|---------------------|-----------|----------------------|----------------------|--------------------------------|----------------|-----------------------------------|---------------|---|-----------------------------|---------------------------------------|
| Alabama..... | 237 | 199 | 38 | 110 | 37 | 15 | 1 | 2 | 8 | 5 | ..... | ..... | 424 |
| Arkansas..... | 314 | 278 | 36 | 56 | 36 | 19 | ..... | ..... | 19 | 17 | ..... | ..... | 463 |
| California..... | 726 | 583 | 143 | 611 | 12 | 15 | 8 | 4 | 8 | ..... | ..... | ..... | 1,381 |
| Colorado..... | 293 | 251 | 42 | 187 | 10 | 10 | 3 | 1 | 7 | 2 | ..... | ..... | 513 |
| Connecticut..... | 686 | 553 | 133 | 320 | 30 | 4 | ..... | ..... | 3 | 14 | ..... | ..... | 1,057 |
| Delaware..... | 105 | 90 | 15 | 26 | 2 | ..... | ..... | ..... | 1 | 3 | ..... | ..... | 137 |
| Florida..... | 195 | 161 | 34 | 72 | 14 | 4 | ..... | ..... | 10 | 4 | ..... | ..... | 300 |
| Georgia..... | 571 | 427 | 144 | 321 | 47 | 19 | 1 | ..... | 14 | 10 | ..... | ..... | 963 |
| Illinois..... | 2,302 | 1,947 | 355 | 4,108 | 101 | 27 | 2 | 2 | 34 | 30 | 2 | ..... | 6,608 |
| Indiana..... | 657 | 567 | 90 | 362 | 99 | 21 | 5 | ..... | 1 | 11 | 2 | ..... | 1,162 |
| Iowa..... | 450 | 407 | 43 | 240 | 83 | 19 | 1 | ..... | 14 | 5 | 2 | ..... | 814 |
| Kansas..... | 430 | 388 | 42 | 217 | 57 | 16 | 3 | 1 | 14 | 5 | 1 | ..... | 744 |
| Kentucky..... | 506 | 404 | 102 | 1,099 | 42 | 18 | 2 | 2 | 5 | 7 | ..... | ..... | 1,681 |
| Louisiana..... | 236 | 175 | 61 | 191 | 6 | 11 | ..... | ..... | 10 | 7 | 3 | ..... | 464 |
| Maine..... | 236 | 208 | 28 | 114 | 16 | 6 | 1 | ..... | 3 | 12 | ..... | ..... | 388 |
| Maryland..... | 786 | 616 | 120 | 389 | 15 | 5 | ..... | ..... | 8 | 7 | 2 | ..... | 1,162 |
| Massachusetts..... | 1,783 | 1,498 | 285 | 1,153 | 46 | 5 | ..... | ..... | 3 | 23 | 6 | ..... | 3,022 |
| Michigan..... | 820 | 726 | 94 | 616 | 43 | 12 | 1 | ..... | 6 | 6 | 1 | ..... | 1,502 |
| Minnesota..... | 410 | 337 | 73 | 355 | 26 | 10 | 1 | ..... | 4 | 3 | 2 | ..... | 811 |
| Mississippi..... | 155 | 138 | 17 | 41 | 29 | 13 | 1 | 8 | 4 | 9 | ..... | ..... | 260 |
| Missouri..... | 1,150 | 988 | 162 | 1,260 | 82 | 33 | 4 | ..... | 41 | 16 | 2 | ..... | 2,592 |
| Nebraska..... | 230 | 203 | 27 | 155 | 46 | 6 | ..... | 2 | 8 | 5 | ..... | ..... | 452 |
| Nevada..... | 21 | 19 | 2 | 8 | 2 | 1 | ..... | ..... | ..... | 1 | ..... | ..... | 33 |
| New Hampshire..... | 155 | 137 | 18 | 54 | 33 | 3 | ..... | ..... | ..... | 5 | 1 | ..... | 251 |
| New York..... | 7,707 | 5,844 | 1,923 | 7,485 | 106 | 19 | 1 | ..... | 17 | 11 | 5 | ..... | 15,411 |
| New Jersey..... | 1,146 | 925 | 221 | 409 | 40 | 3 | ..... | ..... | 5 | 2 | 3 | ..... | 1,608 |
| North Carolina..... | 183 | 145 | 38 | 74 | 25 | 11 | 1 | ..... | 10 | 13 | ..... | ..... | 317 |
| North Dakota..... | 73 | 66 | 7 | 19 | 8 | 5 | 1 | ..... | ..... | 5 | ..... | ..... | 111 |
| Ohio..... | 1,718 | 1,463 | 255 | 1,308 | 103 | 21 | 3 | 1 | 7 | 17 | 9 | ..... | 3,187 |
| Oregon..... | 97 | 82 | 15 | 71 | 16 | 4 | 1 | 3 | 4 | 2 | ..... | ..... | 198 |
| Pennsylvania..... | 2,621 | 2,312 | 309 | 2,379 | 115 | 38 | ..... | ..... | 9 | 13 | 2 | ..... | 5,177 |
| Rhode Island..... | 285 | 192 | 93 | 205 | 5 | 4 | ..... | ..... | ..... | 1 | ..... | ..... | 500 |
| South Carolina..... | 213 | 177 | 36 | 64 | 17 | 16 | ..... | ..... | 4 | 2 | ..... | ..... | 316 |
| South Dakota..... | 87 | 80 | 7 | 29 | 23 | 5 | ..... | 1 | 1 | 4 | ..... | ..... | 150 |
| Tennessee..... | 338 | 253 | 85 | 229 | 38 | 23 | ..... | 3 | 1 | 7 | 4 | ..... | 643 |
| Texas..... | 530 | 457 | 73 | 189 | 42 | 30 | 7 | 6 | 38 | 12 | 1 | ..... | 855 |
| Vermont..... | 143 | 120 | 23 | 64 | 13 | 4 | ..... | 6 | 4 | 4 | ..... | ..... | 232 |
| Virginia..... | 491 | 381 | 110 | 201 | 33 | 19 | ..... | ..... | 10 | 20 | ..... | ..... | 774 |
| Washington..... | 123 | 104 | 19 | 55 | 17 | 10 | ..... | ..... | 9 | 3 | ..... | ..... | 217 |
| West Virginia..... | 157 | 141 | 16 | 55 | 44 | 11 | ..... | ..... | 2 | 12 | ..... | ..... | 281 |
| Wisconsin..... | 718 | 650 | 68 | 303 | 22 | 17 | 3 | 1 | 8 | 8 | 1 | ..... | 1,061 |
| Alaska..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| Arizona..... | 28 | 24 | 4 | 8 | 2 | 4 | 1 | 2 | ..... | 1 | ..... | ..... | 46 |
| District of Columbia..... | 725 | 572 | 153 | 362 | 1 | 1 | ..... | ..... | 10 | 3 | ..... | ..... | 1,102 |
| Idaho..... | 38 | 36 | 2 | 9 | 3 | 4 | 1 | ..... | 2 | 1 | ..... | ..... | 58 |
| Indian Territory..... | 37 | 29 | 8 | 11 | 18 | 5 | ..... | 2 | ..... | 6 | ..... | ..... | 79 |
| Montana..... | 106 | 92 | 14 | 34 | 6 | 7 | ..... | ..... | 8 | 4 | ..... | ..... | 165 |
| New Mexico..... | 81 | 28 | 3 | 17 | 1 | 1 | 1 | 1 | 3 | 1 | ..... | ..... | 56 |
| Oklahoma..... | 49 | 47 | 2 | 15 | 6 | 1 | ..... | ..... | 3 | ..... | ..... | ..... | 74 |
| Utah..... | 36 | 32 | 4 | 15 | 3 | 1 | ..... | ..... | 4 | 2 | ..... | ..... | 61 |
| Wyoming..... | 35 | 31 | 4 | 12 | ..... | 2 | 1 | ..... | 3 | 3 | ..... | ..... | 56 |
| Total..... | 31,181 | 25,585 | 5,596 | 25,606 | 1,621 | 558 | 50 | 48 | 1 | 300 | 366 | 50 | 59,961 |

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

| Where mailed. | No discov- ery. | No loss. | Losses chargeable to care- lessness or depreciation of postal employés. | Losses charge- able to accident. | Losses charge- able to persons not in the postal service. | Cases still in hands of inspectors for in- vestiga- tion. |
|---------------------------|--------------------|----------|---|---|---|---|
| Alabama..... | 118 | 62 | 94 | 7 | 13 | 130 |
| Arkansas..... | 163 | 63 | 113 | 10 | 18 | 142 |
| California..... | 67 | 324 | 275 | 15 | 34 | 666 |
| Colorado..... | 52 | 151 | 62 | 6 | 8 | 234 |
| Connecticut..... | 267 | 62 | 438 | 13 | 10 | 267 |
| Delaware..... | 2 | 15 | 96 | 2 | 2 | 20 |
| Florida..... | 82 | 80 | 50 | 6 | 3 | 79 |
| Georgia..... | 119 | 203 | 341 | 9 | 10 | 301 |
| Illinois..... | 1,626 | 531 | 3,337 | 27 | 70 | 1,017 |
| Indiana..... | 240 | 99 | 277 | 23 | 11 | 513 |
| Iowa..... | 243 | 101 | 146 | 12 | 11 | 301 |
| Kansas..... | 85 | 178 | 118 | 16 | 10 | 337 |
| Kentucky..... | 174 | 79 | 517 | 18 | 7 | 886 |
| Louisiana..... | 47 | 37 | 304 | 4 | 1 | 71 |
| Maine..... | 92 | 85 | 139 | 12 | ..... | 110 |
| Maryland..... | 59 | 194 | 509 | 13 | 5 | 382 |
| Massachusetts..... | 516 | 173 | 1,446 | 16 | 7 | 864 |
| Michigan..... | 200 | 99 | 280 | 13 | 409 | 501 |
| Minnesota..... | 193 | 76 | 133 | 6 | 6 | 397 |
| Mississippi..... | 81 | 25 | 70 | 6 | 11 | 117 |
| Missouri..... | 280 | 456 | 507 | 44 | 40 | 1,285 |
| Nebraska..... | 76 | 111 | 55 | 6 | 5 | 199 |
| Nevada..... | 2 | 4 | 7 | 1 | 5 | 14 |
| New Hampshire..... | 84 | 26 | 63 | 5 | 1 | 62 |
| New York..... | 2,232 | 1,571 | 7,320 | 24 | 99 | 4,165 |
| New Jersey..... | 261 | 139 | 755 | 5 | 9 | 439 |
| North Carolina..... | 73 | 70 | 69 | 12 | 5 | 88 |
| North Dakota..... | 23 | 20 | 20 | 8 | 6 | 84 |
| Ohio..... | 432 | 157 | 1,723 | 17 | 84 | 774 |
| Oregon..... | 21 | 33 | 24 | 5 | 7 | 108 |
| Pennsylvania..... | 839 | 632 | 2,438 | 21 | 35 | 1,712 |
| Rhode Island..... | 139 | 18 | 209 | ..... | 2 | 182 |
| South Carolina..... | 54 | 58 | 62 | 4 | 5 | 133 |
| South Dakota..... | 37 | 22 | 23 | 5 | 11 | 52 |
| Tennessee..... | 110 | 100 | 240 | 14 | 11 | 166 |
| Texas..... | 67 | 88 | 240 | 15 | 27 | 418 |
| Vermont..... | 48 | 21 | 94 | 6 | 5 | 58 |
| Virginia..... | 169 | 118 | 243 | 31 | 13 | 200 |
| Washington..... | 40 | 51 | 18 | 12 | 5 | 91 |
| West Virginia..... | 75 | 36 | 63 | 10 | 5 | 92 |
| Wisconsin..... | 220 | 65 | 507 | 13 | 12 | 264 |
| Alaska..... | 1 | ..... | ..... | ..... | ..... | 1 |
| Arizona..... | 7 | 11 | 3 | 5 | 1 | 19 |
| District of Columbia..... | 33 | 200 | 342 | 3 | 12 | 512 |
| Idaho..... | 6 | 15 | 3 | 3 | ..... | 31 |
| Indian Territory..... | 19 | 14 | 8 | 4 | 8 | 31 |
| Montana..... | 28 | 42 | 33 | 7 | 1 | 54 |
| New Mexico..... | 10 | 13 | 10 | 2 | 2 | 19 |
| Oklahoma..... | 13 | 19 | 8 | 1 | ..... | 33 |
| Utah..... | 13 | 14 | 6 | 1 | 3 | 24 |
| Wyoming..... | 6 | 15 | 16 | 4 | ..... | 15 |
| Total..... | 9,244 | 6,731 | 23,849 | 530 | 1,065 | 18,542 |

EXHIBIT E.—*Number, nature of cases, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal year ended June 30, 1894.*

| Class of cases. | Offices from which references were made for investigation. | | | | | | | | | |
|--|--|-------------------------------------|--------------------------------------|-------------------------------------|--------------------------------------|------------------------|------------------------------|-----------------------------|------------------------------------|--------------------------------------|
| | Postmaster-General. | First Assistant Postmaster-General. | Second Assistant Postmaster-General. | Third Assistant Postmaster-General. | Fourth Assistant Postmaster-General. | | | Assistant Attorney-General. | Auditor of Post-Office Department. | Total number of each class of cases. |
| | | | | | Appointment division. | Bonds and commissions. | Chief Post-Office Inspector. | | | |
| | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Inspection of post-offices | 1 | | | 5 | 6 | | 156 | | 13 | 181 |
| Responsibility of sureties | | | | | | 2,995 | | | | 2,995 |
| Complaints and charges against postmasters and employes of post-offices | 14 | 172 | 40 | 42 | 324 | | 914 | | 15 | 1,521 |
| Establishment of post-offices and stations | | 20 | | | 10 | | 5 | | | 35 |
| Discontinuance of post-offices and stations | | | | | 7 | | 40 | | | 47 |
| Allowances for post-offices | | 58 | | | | | 10 | | | 68 |
| Location, change of site, name, etc., of post-offices | | 58 | | | 41 | | 26 | | | 125 |
| Appointment of postmasters | 1 | | | | 9 | | 4 | | | 14 |
| Free delivery, establishment and discontinuance of | | 48 | | | | | | | | 48 |
| Mail-messenger service | | | | | | | 12 | | | 12 |
| Lease of post-offices | | 150 | | | | | 1 | | | 151 |
| Routes: establishment, discontinuance, or change of service | | | | | | | 41 | | | 41 |
| Routes: charges against contractors, carriers, etc. | | | | 10 | | | 37 | | | 47 |
| Mail keys and locks: loss, etc. | | | | 126 | | | 42 | | | 168 |
| Charges against railway postal clerks | 1 | | | 6 | | | 8 | | | 15 |
| Collection of balance due the United States | | | | | 3 | | 6 | | 439 | 448 |
| Inspection of money-order business, collection of funds, forwarding statements, etc. | | 521 | | | | | | | 15 | 536 |
| Wrong payment of money orders and postal notes | | | 212 | | | | 19 | | 6 | 237 |
| Establishment and discontinuance of money-order service | | | | 340 | | | 5 | | | 345 |
| Sections 125, 211, and 470 | | | | | 5 | | 13 | | | 18 |
| Section 327 | | | | | | | 5 | | 34 | 39 |
| Section 331 | | 1 | 1 | 3 | | | 89 | 93 | | 18 |
| Sections 332 and 333 | 1 | 100 | 7 | | 3 | | 876 | 17 | | 1,004 |
| Section 334 | | 79 | 4 | 6 | 1 | | 545 | 74 | | 709 |
| Section 675 | | 5 | 5 | | | | 9 | 3 | | 23 |
| Sections 694 and 695 | | | 4 | | | | 7 | 2 | | 13 |
| Section 1138 | | | | 151 | | | | | | 151 |
| Section 1420 | | 5 | | | | | 6 | | 1 | 12 |
| Section 1425 | | | | | | | 1 | | | 1 |
| Section 1430 | | 12 | 8 | | 7 | | 126 | 1 | | 154 |
| Section 1431 | | 8 | 1 | | 1 | | 209 | | | 219 |
| Section 1432 | | 1 | 1 | | 1 | | 53 | 1 | | 57 |
| Section 1445 | | | | 70 | | | | | | 70 |
| Section 1446 | | | | | | | | | | |
| Sections 1450 and 1451 | | 7 | 3 | 3 | | | 146 | 1 | | 160 |
| Miscellaneous investigations and complaints | 2 | 199 | 71 | 112 | 45 | | 875 | 40 | 37 | 1,381 |
| Total | 20 | 1,656 | 287 | 735 | 460 | 2,995 | 4,286 | 232 | 560 | 11,231 |

In addition to the cases enumerated in Exhibits E, F, and G there were 31 cases of complaints against postmasters and the management of post-offices, which were treated by correspondence direct from this office, and satisfactorily adjusted.

On account of this class of cases during the year collections were made amounting to \$165,169.04.

EXHIBIT F.—Disposition by office of Chief Post-Office Inspector of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1894.

| | |
|--|-------|
| Number referred to and relating to office of— | |
| Postmaster-General..... | 23 |
| First Assistant Postmaster-General..... | 1,424 |
| Second Assistant Postmaster-General..... | 349 |
| Third Assistant Postmaster-General..... | 462 |
| Fourth Assistant Postmaster-General..... | 3,146 |
| Assistant Attorney-General..... | 228 |
| Auditor of the Treasury for the Post-Office Department..... | 322 |
| Relating to division of post-office inspectors and mail depredations, and filed..... | 2,029 |
| Reports of the inspection of post-offices referred to the several bureaus of the Department..... | 139 |
| Total..... | 8,121 |

EXHIBIT G.—Recapitulation.

| | |
|---|--------|
| Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1894..... | 11,231 |
| Cases on hand July 1, 1893, referred for investigation during previous years..... | 2,810 |
| Total to be accounted for..... | 14,041 |
| Cases referred to inspectors, reported upon, and finally closed during the fiscal year ended June 30, 1894..... | 8,121 |
| Cases referred to inspectors during previous years, reported upon, and closed in fiscal year 1894..... | 1,960 |
| Total number of cases closed..... | 10,081 |
| Cases remaining in the hands of inspectors July 1, 1894 (uninvestigated)..... | 3,960 |

EXHIBIT H.—Statement showing number, classification, and disposition of cases of arrests

| State where arrested. | SUBJECT TO JURISDICTION OF UNITED STATES COURTS. | | | | | | | | | |
|---------------------------|--|------------------------|-------------------------|-----------------------------|------------------|----------------|------------------|-----------|----------------------------------|--------|
| | Class of offenders. | | | | | | | | | |
| | Postmasters. | Assistant postmasters. | Clerks in post-offices. | Railway post-office clerks. | Letter-carriers. | Mail-carriers. | Other employees. | Burglars. | All others for various offences. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Alabama..... | 3 | 3 | | | | 1 | | 8 | 23 | 38 |
| Arizona..... | 5 | | | 1 | | 1 | | | 8 | 15 |
| Arkansas..... | 6 | 4 | 1 | | | 1 | | 12 | 20 | 44 |
| California..... | 1 | 1 | 1 | | | | 1 | 1 | 50 | 55 |
| Colorado..... | 3 | 1 | | | 1 | | | 3 | 21 | 28 |
| Connecticut..... | 1 | | | | 1 | | | 3 | 10 | 15 |
| Delaware..... | | | | | 1 | | | | 5 | 6 |
| District of Columbia..... | | | 1 | 2 | 1 | | | | 11 | 15 |
| Florida..... | 3 | 8 | | | | | | 1 | 6 | 13 |
| Georgia..... | 6 | 2 | 2 | | | | 1 | 11 | 25 | 47 |
| Idaho..... | 1 | | | | | | | | 1 | 2 |
| Illinois..... | 2 | | 2 | 2 | 5 | 1 | | 8 | 84 | 104 |
| Indiana..... | 5 | 1 | 1 | | 1 | 12 | | 4 | 26 | 40 |
| Indian Territory..... | | 2 | | | | | | 12 | 29 | 43 |
| Iowa..... | 5 | 2 | | | | | | 10 | 45 | 60 |
| Kansas..... | 6 | | 1 | | 1 | 2 | | 10 | 375 | 395 |
| Kentucky..... | 5 | 1 | 1 | 1 | 2 | 2 | | 7 | 5 | 24 |
| Louisiana..... | 2 | 1 | | | 1 | | | 1 | 9 | 14 |
| Maine..... | | 1 | | | | | | | 1 | 2 |
| Maryland..... | 1 | | | | 2 | | | 1 | 26 | 30 |
| Massachusetts..... | 1 | | 3 | | 1 | | | 4 | 31 | 40 |
| Michigan..... | 8 | 2 | 1 | | 1 | | | 4 | 27 | 43 |
| Minnesota..... | 2 | 1 | | 2 | | | | 4 | 6 | 17 |
| Mississippi..... | 6 | | | | | 4 | | 6 | 14 | 30 |
| Missouri..... | 4 | 1 | 2 | | 2 | 4 | 1 | 21 | 68 | 103 |
| Montana..... | | | | 1 | | | | 3 | 3 | 7 |
| Nebraska..... | 4 | 3 | | 1 | | | | 5 | 27 | 40 |
| Nevada..... | | | | | | | | 2 | | 2 |
| New Hampshire..... | | | | | | | | 4 | 3 | 7 |
| New Jersey..... | 1 | | 2 | | 1 | | 1 | 7 | 16 | 28 |
| New Mexico..... | 2 | 1 | | | | | | 8 | 8 | 19 |
| New York..... | 4 | 1 | 11 | 1 | 9 | 1 | 1 | 16 | 53 | 97 |
| North Carolina..... | 4 | 2 | 1 | | | 4 | | 8 | 13 | 32 |
| North Dakota..... | 1 | 1 | | | 1 | | | 3 | 2 | 8 |
| Ohio..... | 1 | | 2 | 1 | 3 | | 1 | 7 | 51 | 66 |
| Oklahoma..... | 1 | 1 | | | | | | | 5 | 7 |
| Oregon..... | 1 | | 1 | 1 | | | | 2 | 13 | 18 |
| Pennsylvania..... | 1 | 1 | 4 | 1 | 3 | | | 12 | 43 | 67 |
| Rhode Island..... | | | | | | | 1 | | 2 | 3 |
| South Carolina..... | 22 | 2 | | | | 2 | 1 | 9 | 15 | 51 |
| South Dakota..... | 1 | 1 | | | | | 2 | 15 | 11 | 28 |
| Tennessee..... | 4 | 3 | | 1 | | 2 | | 5 | 13 | 28 |
| Texas..... | 3 | 2 | 2 | | 1 | 1 | | 3 | 22 | 34 |
| Utah..... | 2 | | | | | | | 5 | 15 | 22 |
| Vermont..... | 1 | 1 | 1 | | | | | | 13 | 16 |
| Virginia..... | 3 | 4 | | 1 | | | | 13 | 30 | 51 |
| Washington..... | 2 | 1 | | | | | | 1 | 5 | 9 |
| West Virginia..... | 3 | | | | | | | 14 | 19 | 36 |
| Wisconsin..... | 2 | | 1 | | 2 | | | | 5 | 10 |
| Wyoming..... | 1 | | | 1 | | | | | | 2 |
| Total..... | 139 | 48 | 41 | 17 | 40 | 28 | 10 | 273 | 1,315 | 1,911 |

made by post-office inspectors and others during the fiscal year ended June 30, 1894.

| SUBJECT TO JURISDICTION OF UNITED STATES COURTS. | | | | | | | | | | | STATE COURTS. | | | | | | | | Grand total in each State. | |
|--|----------------------|------------------------|----------|-----------------|----------------------|---|------------|-----------------|--------|----|---------------|-------------|--------|-----------------------|------------|-----------------|--------|----|----------------------------|--|
| Disposition of cases. | | | | | | | | | | | Offenders. | | | Disposition of cases. | | | | | | |
| Discharged on preliminary examination. | Tried and acquitted. | Proceedings dismissed. | Escaped. | Forfeited bail. | Died awaiting trial. | Discharged by the United States grand jury. | Convicted. | Awaiting trial. | Total. | | Burglars. | All others. | Total. | Convicted. | Acquitted. | Awaiting trial. | Total. | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | |
| 7 | | | | | | | 3 | 22 | 38 | | | | | | | | | | 88 | |
| 7 | 4 | | | | 1 | 3 | 3 | 11 | 15 | | | | | | | | | | 15 | |
| | | | | | | | 13 | 17 | 44 | 7 | 1 | 8 | 1 | | | 7 | 8 | | 52 | |
| 5 | 2 | 1 | | | 1 | 1 | 12 | 38 | 55 | | | | | | | | | | 55 | |
| | | | | 1 | | | 7 | 12 | 28 | | | | | | | | | | 28 | |
| | 1 | 2 | | | | | 10 | 5 | 15 | 5 | | 5 | | | | 5 | 5 | | 20 | |
| 3 | 1 | | | | | | 2 | | 6 | | | | | | | | | | 6 | |
| | 1 | | | | | | 5 | 6 | 15 | | | | | | | | | | 15 | |
| 5 | 1 | 1 | | | | | 7 | 4 | 13 | | | | | | | | | | 13 | |
| | | | | | | | 6 | 36 | 47 | 3 | | 3 | 2 | | | 1 | 3 | | 50 | |
| | | | | | | | | 2 | 2 | | | | | | | | | | 2 | |
| 6 | 1 | 2 | | 3 | 1 | | 47 | 40 | 104 | 3 | 2 | 5 | 1 | | | 4 | 5 | | 109 | |
| 4 | 2 | 1 | | | | | 7 | 26 | 40 | 4 | | 4 | 4 | | | | | | 44 | |
| 1 | 1 | 3 | | | | | 17 | 19 | 43 | | | | | | | | | | 43 | |
| 4 | 1 | | | | | 1 | 15 | 38 | 60 | 10 | | 10 | 6 | | | 4 | 10 | | 70 | |
| 10 | 1 | 169 | | | | | 189 | 26 | 395 | 4 | | 4 | 2 | | | 2 | 4 | | 399 | |
| 1 | | 1 | | 1 | | | 2 | 19 | 24 | | 2 | | 2 | | | | | | 26 | |
| 2 | | 1 | | | | | 3 | 8 | 14 | | | | | | | | | | 14 | |
| | 1 | | | | | | 1 | | 2 | | | | | | | | | | 2 | |
| 6 | 6 | | | | | | 7 | 6 | 30 | | | | | | | | | | 30 | |
| 4 | | | | | | | 17 | 18 | 40 | | 3 | 3 | 2 | | | 1 | 3 | | 43 | |
| 1 | 2 | | | | | | 18 | 22 | 43 | 2 | | 2 | 2 | | | | 2 | | 45 | |
| 2 | 1 | | | | | | 8 | 6 | 17 | | | | | | | | | | 17 | |
| 2 | | | | | | | 8 | 20 | 30 | 1 | | 1 | 1 | | | | 1 | | 31 | |
| 2 | 2 | 3 | | 1 | 1 | 4 | 51 | 39 | 103 | 13 | | 13 | 2 | 2 | | 9 | 13 | | 116 | |
| | | | | | | | 4 | | 7 | | | | | | | | | | 7 | |
| 1 | | 5 | 1 | | | | 17 | 16 | 40 | | | | | | | | | | 40 | |
| 1 | | | | | | | 1 | | 2 | | | | | | | | | | 2 | |
| | | | | | | | 7 | | 7 | | | | | | | | | | 7 | |
| | | 1 | | | | 2 | 11 | 14 | 28 | | | | | | | | | | 28 | |
| | | | | | | | | | 19 | | | | | | | | | | 19 | |
| 1 | 1 | | | | | 2 | 27 | 66 | 97 | 2 | 7 | 9 | 2 | | | 7 | 9 | | 106 | |
| 2 | | | 1 | | 1 | | 10 | 18 | 32 | 1 | | 1 | 1 | | | | 7 | | 33 | |
| | 1 | | | | | | 3 | 4 | 8 | | | | | | | | | | 8 | |
| 3 | 1 | 2 | | | | 1 | 12 | 46 | 66 | 2 | | 2 | 2 | | | | 2 | | 68 | |
| | 3 | | | | | | 12 | 3 | 18 | | | | | | | | | | 18 | |
| 5 | 7 | 8 | | | | 4 | 32 | 11 | 67 | 12 | 1 | 13 | 6 | | | 7 | 13 | | 80 | |
| | | | | | | | 2 | | 3 | | | | | | | | | | 3 | |
| 2 | | | 1 | | | | 14 | 34 | 51 | | | | | | | | | | 51 | |
| 1 | | | 4 | | | | 17 | 5 | 28 | | 1 | 1 | 1 | | | | 1 | | 28 | |
| 3 | | | | | | | 11 | 14 | 28 | | | | | | | | | | 28 | |
| | 1 | | | | | | 11 | 20 | 34 | 6 | | 6 | | | | 6 | 6 | | 40 | |
| 2 | | 2 | | | | | 5 | 7 | 14 | 3 | | 3 | 3 | | | | 3 | | 25 | |
| 13 | 1 | | | | | | 7 | 4 | 16 | | | | | | | | | | 16 | |
| | | 1 | | 2 | | | 6 | 5 | 27 | | 1 | 1 | 1 | | | | | 1 | 52 | |
| | | | | | | | 3 | | 9 | | | | | | | | | | 9 | |
| 2 | | | | | | | 13 | 21 | 36 | | 1 | 1 | | | | 1 | 1 | | 37 | |
| | | | | | | | 6 | 4 | 10 | | | | | | | | | | 10 | |
| | | | | | | | 1 | | 2 | | | | | | | | | | 2 | |
| | | | | | | | | 6 | 7 | | | | | | | | | | 7 | |
| 109 | 45 | 205 | 13 | 3 | 9 | 37 | 690 | 800 | 1,911 | 78 | 19 | 97 | 41 | 2 | 54 | 97 | 2,008 | | | |

REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
FOR THE
FISCAL YEAR ENDED JUNE 30, 1894.

REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT.

TREASURY DEPARTMENT,
OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 11, 1894.

SIR: The following report presents an account of the transactions of this office, and of the financial operations of the Post-Office Department, during the fiscal year ended June 30, 1894:

In compliance with your order dated January 4, 1894, a reorganization of the business methods of this office has been effected during the fiscal year, based upon the recommendations of the Joint Commission of Congress.

The number of divisions has been reduced from 10 to 7. Two divisions, the examining and the review, have been discontinued, and the business heretofore transacted by them absorbed by the bookkeeping and collecting divisions, in which it is performed with economy and accuracy. Under the present system the work of examining and auditing the postal accounts of postmasters of all classes is assigned to the bookkeeping division, thus avoiding the necessity for a review of the work, except in the case of the discovery of an error on the part of a postmaster. In such cases the work of the auditing bookkeeper is reexamined before it is finally accepted as correct.

The collecting division reexamines accounts in which errors have been discovered by the bookkeeping division, notifies all postmasters of the state of their accounts each quarter, collects balances due the United States, and pays balances due late and present postmasters.

As required by the reorganization, the files of the postal accounts have been so disposed as to place those for the year last past in close proximity to the clerks who need to have recourse to them in their work. This arrangement, which was accomplished after considerable labor, is found very satisfactory, as it discontinues the system of briefing data of previous settlements upon jackets of account, which consumed much time.

The general effect of the change of system as it relates to auditing the postal account is beneficial, in that it has diminished the number of clerks without the loss of any check material to accurate auditing, provided that the force of clerks engaged upon the work is kept to a high degree of accuracy and proficiency. I have endeavored to weed out the negligent and inaccurate, and the force now employed upon the postal account performs the work conscientiously and with accuracy. The number of persons through whose hands accounts are passed is

lessened, thus hastening settlements, and the number of records required to be kept is reduced without impairing the resources of information regarding accounts necessary for future reference.

The pay division as at present organized audits the accounts of all classes of mail transportation and miscellaneous expenses of the postal service, and performs, with a less number of clerks than were formerly engaged in the review division upon transportation accounts, the work of reviewing settlements, while the standard of accuracy has been fully maintained, if not improved. Care has been taken in reorganizing this division to maintain checks securing accuracy, as payments to the extent of upward of \$40,000,000 annually are audited by this division.

The money-order business has been affected by the reorganization commencing July 1, 1894, so as to consolidate the assorting with the checking division. The business of the inspecting division has been most affected by the change. The force of this division has been much strengthened by clerks whose services have been dispensed with on the postal account. The issue of postal notes has been discontinued and money orders limited to \$5 substituted. An increase in the number of limited money orders over postal notes heretofore issued is expected by the change. Improvement in method has resulted from dispensing with a separate certificate of deposit for each money-order deposit. Such deposits are now audited by means of transcripts, or lists from the offices receiving them.

The adoption of the new form of coupon money order is of too recent date to admit of any decided statement as to its effect upon the business of this office. I believe, however, that when postmasters become sufficiently acquainted with the manner of handling the new order, and of correctly separating the coupon, which is its prominent feature, it will be approved, and recognized as superior to the forms heretofore in use. Through the inspecting division an extended correspondence with postmasters is in progress, instructing them, when errors are committed in separating the coupon, as to the proper manner of procedure, and inclosing a corrected sample of the money order. If the size of the order were reduced and the quality of paper upon which it is printed improved, it would facilitate handling it in this office, and avoid some of the errors caused by portions of the margin becoming detached. Until the coupons are separated by postmasters with greater accuracy, it will not be practicable to audit by the coupon alone the money orders issued, and it will remain necessary to check the orders with the statements of the issuing offices, as at present.

The inspecting division also transacts a considerable part of the business heretofore in charge of the Superintendent of the Money-Order System of the Post-Office Department. It receives directly from postmasters the weekly, semimonthly, and monthly statements of money-order business, giving them immediate preliminary examination in order to insure the prompt deposit of surplus funds so as to reduce defalcations to a minimum.

Under the act of Congress approved July 16, 1894, authority is vested in the Secretary of the Treasury and the Postmaster-General to cause to be destroyed all paid money orders and postal notes, and all money-order statements which have been filed in this office for ten years or more, and to dispose each year in like manner of one year's files of the oldest date. In conformity with your order 3,000 full mail sacks of money-order vouchers and statements, amounting to 224 tons, covering the period from 1864 to 1884, have been sold to the Antietam Paper Company. The sale has realized about \$1,650, and has been of

great advantage, as it has yielded valuable space in the basement of the Union building, so that the money orders and statements for the past ten years, 1884 to 1894, have been arranged by years and States and are now accessible for reference.

The total number of money-order offices in operation on June 30, 1890, was 9,382; on June 30, 1894, the number was 19,529, an increase of more than 108 per cent in four years. More than 6,000 of these were made money-order offices during the first, second, and third quarters of the fiscal year commencing July 1, 1892.

From June 30, 1865, to June 30, 1890, the average annual increase in the number of money-order offices was 358.

From June 30, 1890, to June 30, 1893, the increase per annum was 3,017.

The number was increased during the past fiscal year from 18,434 to 19,529, 1,095 offices being added.

Doubling the number of money-order offices in the short space of time above mentioned, the greater number of which were created during part of one year, has imposed an unusually heavy burden upon the clerical force of the money-order branch of this office. It now has supervision of the financial operation of 20,000 offices, in round numbers, instead of 10,000 in 1890, with an immensely increased number of vouchers to handle, with but little increase in its force. The number of employes engaged in the money-order branch of this office on June 30, 1892, was 270; on October 11, 1894, the number was 304.

The total number of persons on the rolls of this office June 30, 1892, was 477. For the fiscal year ending June 30, 1895, the total number is 488.

During the past fiscal year there has been received by postmasters for money orders and postal notes issued the sum of \$165,235,129.35. Upon these vouchers there has been paid by postmasters during the same period the sum of \$157,983,566.61. Auditing the vouchers which represent these large amounts of money handled by postmasters, seeing to it that deposits are promptly made, and exercising vigilance to protect the Government from loss by defalcation or otherwise, is the province of this office. This work should be done with the care and accuracy which characterizes the business of well-conducted banking institutions. It can not be hurried, or neglected and allowed to fall in arrears without injustice to postmasters and possibly serious loss to the Government.

When I was placed in charge of this office, April 16, 1894, the work of assorting and checking money orders was more than two years in arrears, with more than thirty-five millions of vouchers unassorted. I have succeeded in reducing that number more than one-half, and the recording division is at this time making a final settlement of the money-order accounts of all late postmasters to July 1, 1893.

It has been my constant care to use every effort to bring up to date the great arrears of work in the money-order branch. Every available clerk who could be detached from other divisions has been employed upon it. Advantage has been taken of periods of comparative inactivity in some divisions between the conclusion of one quarter's work and the commencement of the next to detail the entire force to assort money orders. The corps of clerks engaged upon money orders are working until 5 o'clock—an hour extra each day. By these means the work is in an advanced state, and if continued will be brought up to a current date. When once brought up it will require at least the present force to maintain it in that condition, considering the regular annual increase of the business.

The condition of the entire office is good. The force has been so disposed as to reach the best results from the combined labor of all. Wherever it has become apparent that salaries and capacity or diligence were not justly proportioned, I have recommended the regrading or transposition of compensation. In cases of unfitness, inattention, lack of diligence, or other justifying causes in which I have believed it for the best interests of the office to discontinue the services of employes, I have so recommended.

I have exacted from every employé, so far as it has been in my power to do so, a strict compliance with the rules governing the business of the Department as to attendance, conduct, and diligence, and it is gratifying to be able to report a high standard of discipline conducive to the rendition of a full quota of effective service without unnecessary and annoying restrictions. It is with pleasure that I commend to you the clerks of this office. They have, with scarcely an exception, been zealous for its success and good name. To Mr. W. G. Crawford, Deputy Auditor, to the Chief Clerk, and to the gentlemen who as chiefs so successfully manage the seven divisions of the office, I desire to make acknowledgment. These words are added in all sincerity, not as a customary formula. The hearty coöperation of the entire office force gives good promise for the future.

The following letter addressed to the honorable Postmaster-General in regard to securing more speedy action in the investigation and inspection of the accounts of delinquent postmasters I have attached to this report, in the hope that if it meet with your approval such steps be taken as you may deem requisite to carry its suggestions into effect.

Very respectfully,

Geo. A. Howard,
Auditor.

Hon. J. G. CARLISLE,
Secretary of the Treasury.

TREASURY DEPARTMENT,
OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 8, 1894.

SIR: I take the liberty to address you in regard to the service rendered this office by the inspectors' force of the Post-Office Department, and to suggest what I conceive would, to some extent, relieve the great pressure of business which I am aware is imposed upon the limited force of inspectors, and also facilitate the business of this office. The matters arising in this office usually intrusted to inspectors are confined wholly to accounts, postal and money-order. The persons who are supposed to have the closest acquaintance and greatest familiarity with such matters, and who are best qualified to investigate them in the various post-offices, are the experienced clerks in this office who keep these accounts; at least those having such other qualifications as would fit them to investigate the accounts of a postmaster in his office. I therefore recommend that a certain number of clerks employed in this office, say 6 each in the postal and money-order branches, be designated as acting inspectors; that without any additional compensation they may be sent to investigate and settle the questions arising in

auditing the accounts of which they have charge, or to attend as witnesses in behalf of the United States, with original papers, the trial of suits brought against delinquent postmasters or contractors or their sureties. They might be allowed their actual expenses, just as regular inspectors, when detailed upon such duty, and also commissioned as acting inspectors, which would secure them free travel.

If such an arrangement as above indicated could be effected it will prove beneficial to the service in many different directions. It would relieve the regular force of inspectors from service not so strictly within the scope of their duties, and give them more time to look after cases of robbery and depredations, leases of buildings, etc., which, I am informed, are now sufficiently numerous to absorb all of the time of their limited corps.

It would enable this office to obtain quick and decisive information, material to the interests of the Government in auditing accounts, which the present system hardly permits in seeking through inspectors already overburdened.

It would strengthen the efficiency and raise the standard of qualification among employés by affording them actual contact with the business of post-offices and courts. The clerks thus detailed would be the very best instructors of postmasters as to correct methods of making reports and of keeping their accounts.

If such detail is authorized, care will be taken to select only those fully able to meet every requirement of the service, and their employment so limited as to leave a portion of their time for their official duties in this office, provided the office force is increased.

Some legislation may be necessary to carry out the plan above outlined, all of which is submitted to the honorable Secretary of the Treasury and yourself.

Very respectfully,

Geo. A. Howard.

Auditor.

Hon. W. S. BISSELL,
Postmaster-General.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 1, 1894.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department as shown by the accounts of this office for the fiscal year ended June 30, 1894.

All expenditures on account of service of last and prior fiscal year are stated to September 30, 1894, as in former reports.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1894.

| | |
|--|-----------------|
| Postal revenue of the year ended June 30, 1894..... | \$75,080,479.04 |
| Expenditures to September 30, 1894 | 84,324,414.15 |
| Excess of expenditures over all revenues..... | 9,243,935.11 |
| Amount placed with the Treasurer to the credit of the Department, being grants from the general Treasury in aid of the postal revenue under section 2 of the act approved March 3, 1893. (Statutes, vol. 27, chap. 213, p. 274.)..... | 6,500,000.00 |
| Excess of expenditures over grants..... | 2,743,935.11 |
| Amount of balances due from late postmasters on accounts closed by bad debts and compromise debts..... | \$64,392.94 |
| Amount of balances due to late postmasters on accounts closed by suspense..... | 510.20 |
| Net loss by "bad debts" and "compromise"..... | 63,882.74 |
| Amount to be placed with the Treasurer of the United States. | 2,807,817.85 |

Service of the fiscal year 1893.

| | |
|---|--------------|
| Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal reve- nues under section 2 of the act approved July 13, 1892 (Stats., vol. 27, chap. 165, p. 148)..... | 3,622,363.39 |
| Amount to be placed with the Treasurer of the United States, as shown by the report for the fiscal year 1893. \$2,959,212.32 | 2,959,212.32 |
| Expended from October 1, 1893, to September 30, 1894. 585,048.51 | 585,048.51 |
| | 3,544,260.83 |
| Balance available on account of the fiscal year 1893..... | 78,102.56 |

Service of the fiscal year 1892.

| | |
|---|----------------|
| Balance available September 30, 1893..... | \$180, 370. 50 |
| Expended from October 1, 1893, to September 30, 1894..... | 36, 314. 80 |
| Balance on account of the fiscal year 1892..... | 144, 055. 70 |

Service of the fiscal year 1891.

| | |
|--|--------------|
| Balance on account of the fiscal year 1891, part being available on account of appropriations in Public No. 178, approved July 28, 1892, and Public No. 126, approved March 3, 1893..... | 417, 560. 85 |
| Expended from October 1, 1893, to September 30, 1894..... | \$1, 162. 41 |
| Amount certified to the General Treasury, report No. 24817, warrant No. 12446, Washington, dated June 14, 1894..... | 414, 034. 29 |
| | 415, 196. 70 |
| Balance on account of the fiscal year 1891..... | 2, 364. 15 |

Claims, 1892 and prior years.

| | |
|---|---------------|
| Amount placed with the Treasurer to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under act— | |
| August 23, 1894 (section 3, public 202, p. 69)..... | \$20, 308. 51 |
| August 23, 1894 (section 4, public 202, p. 71)..... | 2, 461. 59 |
| August 23, 1894 (section 1, public 202, p. 26)..... | 5, 819. 94 |
| | 28, 590. 04 |
| Expended from August 23, 1894, to September 30, 1894..... | 24, 826. 75 |
| Balance available September 30, 1894..... | 3, 763. 29 |

Claims, 1891 and prior years.

| | |
|--|-------------|
| Amount placed with the Treasurer to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under act August 23, 1894 (section 2, public 202, p. 65)..... | 21, 374. 41 |
| Expended from August 23, 1894, to September 30, 1894..... | 20, 774. 26 |
| Balance available September 30, 1894..... | 600. 15 |

Claims, 1890 and prior years.

| | |
|---|------------|
| Balance available September 30, 1893..... | 1, 475. 09 |
| Expended from October 1, 1893, to September 30, 1894..... | 839. 44 |
| Balance available September 30, 1894..... | 635. 65 |

Claims, 1889 and prior years.

| | |
|---|---------|
| Balance available September 30, 1893..... | 857. 86 |
| Expended from October 1, 1893, to September 30, 1894..... | 731. 30 |
| Balance available September 30, 1894..... | 126. 56 |

GENERAL REVENUE ACCOUNT.

| | |
|---|--------------------|
| Postal revenues for the year ended June 30, 1894..... | 75, 080, 479. 04 |
| Expenditures for the service of— | |
| 1894..... | \$84, 324, 414. 15 |
| 1893..... | 585, 048. 51 |
| 1892..... | 36, 314. 80 |
| 1891..... | 1, 162. 41 |
| 1892 and prior years..... | 24, 826. 75 |
| 1891 and prior years..... | 20, 774. 26 |
| 1890 and prior years..... | 839. 44 |
| 1889 and prior years..... | 731. 30 |
| Total expenditures to September 30, 1893..... | 84, 994, 111. 62 |
| Excess of expenditures over revenue..... | 9, 913, 632. 58 |

| | | |
|---|--------------|---------------|
| Amount due from late postmasters on accounts closed by "bad debts" and "compromise"..... | \$64,392.94 | |
| Amount due to late postmasters on accounts closed by suspense | 510.20 | |
| Net loss by "bad debts" and "compromise" | | \$63,882.74 |
| Deficit for the fiscal year ended June 30, 1894 | | 9,977,515.32 |
| Grants from the general Treasury: | | |
| Under act of July 13, 1892..... | 3,822,363.39 | |
| Under act of March 3, 1893..... | 6,500,000.00 | |
| Under act of August 23, 1894..... | 78,531.74 | |
| Total grants..... | | 10,200,895.13 |
| Excess of grants over expenditures..... | | 223,379.81 |
| Amount of grants to the general Treasury to repay the sum drawn in excess of actual deficiency: | | |
| Of the postal deficiency appropriation, 1891, paid to the Treasury by warrant No. 12446, dated June 14, 1894..... | | 414,034.29 |
| Excess of amount covered into the Treasury in excess of grants over expenditures..... | | \$190,654.48 |
| Balance standing to the credit of the general revenue account September 30, 1893 | | 1,047,497.81 |
| Balance standing to the credit of the general revenue account September 30, 1894..... | | 856,843.33 |
| Of which there was due from late postmasters in suit..... | | 133,794.89 |

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

| | |
|--------------------------|-----------------|
| For the quarter ended— | |
| September 30, 1893 | \$10,188,194.11 |
| December 31, 1893..... | 12,255,147.74 |
| March 31, 1894 | 12,719,851.57 |
| June 30, 1894 | 11,197,137.39 |
| Total..... | 46,360,330.81 |

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was:

| | |
|--------------------------|---------|
| For the quarter ended— | |
| September 30, 1893 | 67,280 |
| December 31, 1893..... | 68,124 |
| March 31, 1894 | 68,370 |
| June 30, 1894..... | 68,926 |
| Total..... | 272,700 |

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, letter sheets, and postal cards was:

| | |
|--------------------------|-----------------|
| For the quarter ended— | |
| September 30, 1893 | \$15,969,421.79 |
| December 31, 1893..... | 18,199,729.33 |
| March 31, 1894 | 18,826,702.46 |
| June 30, 1894..... | 17,203,298.24 |
| Total..... | 70,199,151.82 |

LETTER POSTAGE.

The amount of postage paid in was..... \$81,827.17
 Included in the above amount are the following sums, paid by foreign countries in the adjustment of their accounts:

| | |
|-----------------------|-----------|
| Russia..... | \$22.66 |
| Mexico..... | 3,000.00 |
| Switzerland..... | 1,140.36 |
| Peru..... | 954.93 |
| Queensland..... | 113.51 |
| Victoria..... | 352.28 |
| Guatemala..... | 142.39 |
| New Zealand..... | 40,853.82 |
| Santo Domingo..... | 549.27 |
| New South Wales..... | 471.19 |
| Tasmania..... | 19.10 |
| Jamaica..... | 566.14 |
| Great Britain..... | 30,969.65 |
| South Australia..... | 3.94 |
| St. Thomas..... | 114.09 |
| St. Vincent..... | 26.44 |
| Turks Island..... | 76.70 |
| Antigua..... | 28.94 |
| Windward Islands..... | 10.69 |
| Salvador..... | 1,968.88 |
| Grenada..... | 13.53 |
| Fiji Islands..... | 21.78 |
| | <hr/> |
| | 81,420.29 |

Balance collected by postmasters..... 406.88

The following balances were paid and charged to the appropriation for balances due foreign countries:

Service of 1894:

| | |
|---------------------------|-------------|
| Germany..... | \$17,407.28 |
| Belgium..... | 25,149.19 |
| Denmark..... | 13,476.06 |
| Italy..... | 8,194.40 |
| Netherlands..... | 7,729.47 |
| Sweden..... | 5,297.15 |
| Norway..... | 1,036.91 |
| Berne..... | 769.04 |
| Servia..... | 684.72 |
| Bulgaria..... | 684.32 |
| Egypt..... | 692.09 |
| International bureau..... | 13.53 |
| Russia..... | 9.65 |

Total..... 81,143.81

Service of 1893:

Netherlands..... 30,923.91

Aggregate amount paid..... 82,067.72

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was:

| | |
|---|-----------------|
| For the regular supply of routes..... | \$36,808,050.11 |
| For the supply of special offices..... | 31,310.23 |
| For the supply of mail-messenger offices..... | 1,208,972.71 |
| For the salaries of railway postal clerks..... | 6,878,194.79 |
| For the salaries and expenses of the superintendents of the Railway Mail Service..... | 79,586.52 |

Total..... \$45,006,114.36

FOREIGN MAIL TRANSPORTATION.

| | | |
|--|----------------|-------------------------|
| New York to Great Britain and Ireland and countries beyond via Great Britain | \$406, 249. 79 | |
| New York to Great Britain and Germany and countries beyond | 223, 595. 54 | |
| Philadelphia to Great Britain and Ireland | 1. 81 | |
| New York to Norway | 1. 21 | |
| Boston to Great Britain and Ireland | 1, 161. 95 | |
| New York to South Africa | 45. 51 | |
| Boston, New York, Philadelphia, Eastport, Duluth to Nova Scotia, Newfoundland, New Brunswick, and Canada | 3, 183. 79 | |
| Upper Pacific coast | 1, 152. 84 | |
| San Francisco to China, Japan, Farther India, Australia, and South Sea Islands | 151, 542. 51 | |
| New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco to West Indies, Central and South America; Mexico, etc | 420, 640. 81 | |
| Total foreign mails | | 1, 207, 575. 76 |
| Total transportation accrued | | 46, 213, 690. 12 |
| The amount credited to "transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was | 313, 327. 46 | |
| The amount of fines and deductions remitted was | 14, 006. 12 | |
| Net amount of fines and deductions | | 299, 321. 34 |
| Net amount of transportation accrued | | 45, 914, 368. 78 |
| The amount paid during the year was | | 44, 335, 922. 03 |
| Excess of transportation accrued | | 1, 578, 446. 75 |

PACIFIC RAILROAD SERVICE.

Included in the above amount of "transportation accrued" are the following balances for transportation of mails over Pacific railroads which have been certified to the Register of the Treasury. The amount is not charged to the appropriation for "Inland transportation railroads," and is not, therefore, included in the total of transportation paid:

Regular service, 1894:

| | | |
|--|----------------|--------------------------|
| Union Pacific Railway Company (old Union Pacific Railway Company), aided | \$711, 598. 38 | |
| Union Pacific Railway Company (old Kansas Pacific Railway Company), aided | 95, 799. 23 | |
| Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided | 185, 337. 39 | |
| Central Pacific Railway Company, aided | 362, 049. 71 | |
| Sioux City and Pacific Railway Company, aided | 11, 045. 42 | |
| | | \$1, 365, 830. 13 |

Use of postal cars, 1894:

| | | |
|--|--------------|---------------------|
| Union Pacific Railway Company (old Union Pacific Railway Company), aided | 156, 332. 52 | |
| Union Pacific Railway Company (old Kansas Pacific Railway Company), aided | 14, 254. 55 | |
| Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided | 8, 869. 28 | |
| Central Pacific Railway Company, aided | 78, 787. 59 | |
| Sioux City and Pacific Railway Company, aided | 2, 020. 15 | |
| | | 260, 264. 09 |

Regular service, 1893:

| | | |
|---|------------|-------------------|
| Union Pacific Railway Company (old Union Pacific Railway Company), aided..... | \$1,339.30 | |
| Union Pacific Railway Company (old Kansas Pacific Railway Company), aided..... | 453.74 | |
| Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided..... | 504.68 | |
| Central Pacific Railway Company, aided..... | 41.63 | |
| | | \$2,339.35 |

Regular service, 1892:

| | | |
|---|--------|---------------|
| Union Pacific Railway Company (old Union Pacific Railway Company), aided..... | 121.93 | |
| Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided..... | .04 | |
| Sioux City and Pacific Railway Company, aided... | 69.49 | |
| | | 191.46 |

Regular service, 1891:

| | | |
|---|--------|---------------|
| Union Pacific Railway Company (old Union Pacific Railway Company), aided..... | 145.01 | |
| Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided..... | .05 | |
| | | 145.06 |

Total **1,628,770.09**

Statement of collections of balances from and payments of balances to postmasters and late postmasters.

| | |
|--|-------------------|
| Amount collected by draft from postmasters and late postmasters.... | \$95,669.42 |
| Amount collected by transfer from postmasters and late postmasters.. | 12,730.67 |
| Amount collected by deposit from late postmasters..... | 37,339.39 |
| Amount charged to suspense | 662.74 |
| Amount charged to "bad debt" and "compromise debts" | 65,450.52 |
| Total | 211,852.74 |

| | |
|---|-------------------|
| Amount paid to postmasters and late postmasters by draft | 106,866.57 |
| Amount paid to postmasters and late postmasters by transfer | 11,393.10 |
| Amount credited to suspense | 1,172.94 |
| Amount credited to "bad debts" and "compromise debts" | 1,057.58 |
| Total | 120,590.19 |

Statement of postal accounts of late postmasters in suit on June 30, 1894.

| | | |
|---|--------------|---------------------|
| Amount of postal accounts of late postmasters in suit on June 30, 1893..... | \$148,195.43 | |
| Amount of postal accounts of late postmasters submitted for suit during the fiscal year ended June 30, 1894..... | 15,012.44 | |
| | | \$163,207.87 |
| Amount of postal accounts of late postmasters collected during the fiscal year ended June 30, 1894 | 3,771.84 | |
| Amount of postal accounts of late postmasters otherwise settled during the fiscal year ended June 30, 1894..... | 25,641.14 | |
| | | 29,412.98 |
| Balance of postal accounts of late postmasters remaining in suit June 30, 1894 | | 133,794.89 |
| Amount of interest and costs collected in suits against late postmasters and sureties on postal accounts during the fiscal year ended June 30, 1894 | | 1,195.74 |

The tables accompanying this report, numbered as follows, show in detail the transactions for the fiscal year:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1894.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1894.

No. 3.—Statement, by States, of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1894.

No. 4.—Statement showing the condition of the account, with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1894.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to "miscellaneous items, office of the Postmaster-General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to "miscellaneous items, First Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to "miscellaneous items, Second Assistant Postmaster-General."

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to "miscellaneous items, Third Assistant Postmaster-General."

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1894.

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1894.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1894.

No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1894.

No. 13.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1894.

No. 14.—Statement showing the money-order transactions with the Assistant United States Treasurer at New York, N. Y., and Chicago, Ill., during the fiscal year ended June 30, 1894.

No. 15.—Statement showing the revenue which accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1894.

No. 16.—Recapitulation of net revenue for the fiscal year ended June 30, 1894.

No. 17.—Statement of assets and liabilities, June 30, 1894.

No. 18.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1894.

No. 19.—Weights of letters, newspapers, etc., sent by sea from the United States to European countries, and India, Turkey in Asia, and South Africa during the fiscal year ended June 30, 1894.

No. 20.—Statement showing the weight of letters, newspapers, etc., conveyed to foreign countries, other than European, by steamship lines during the fiscal year ended June 30, 1894.

No. 21.—Weight of letters, newspapers, etc., sent by sea from the United States to countries, other than European, of the Universal Postal Union during the fiscal year ended June 30, 1894.

No. 22.—Weight of retransported foreign closed mails and cost of carriage of the same by steamship companies.

Very respectfully,

HON. W. S. BISSELL,
Postmaster-General.

GEO. A. HOWARD,
Auditor.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1894.

| Accounts. | Quarter ended— | | | | Aggregate. |
|---|-----------------|----------------|----------------|----------------|---------------|
| | Sept. 30, 1893. | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | |
| Letter postage | \$42,955.33 | \$5,206.14 | \$31,629.03 | \$2,036.67 | \$81,827.17 |
| Box rents and branch offices .. | 614,824.39 | 618,078.17 | 622,301.01 | 627,975.45 | 2,483,179.02 |
| Fines and penalties | 4,262.23 | 5,484.15 | 7,192.71 | 2,340.33 | 19,285.42 |
| Postage stamps, stamped envelopes, letter sheets, wraps, and postal cards | 15,969,421.79 | 18,199,729.33 | 18,826,702.46 | 17,203,298.24 | 70,199,151.82 |
| Dead letters | 6,237.78 | 5,739.32 | 1,969.83 | 3,928.81 | 17,865.74 |
| Revenue from money-order business | 232,497.92 | 283,797.17 | 242,600.68 | 201,445.49 | 960,341.26 |
| Revenue from unclaimed money orders | 1,250,000.00 | ..... | ..... | 50,000.00 | 1,300,000.00 |
| Miscellaneous | 4,046.33 | 5,151.92 | 5,369.60 | 4,257.07 | 18,828.61 |
| Total | 18,124,235.77 | 10,123,189.20 | 19,737,765.41 | 18,065,288.66 | 75,080,470.04 |

No. 2.—Statement exhibiting the expenditures of the Post-Office Department under their several heads for the fiscal year ended June 30, 1894.

| Appropriations. | Quarter ended— | | | | Expended on account of 1894. | Expended on account of previous years. | Aggregate on account of expenditures. |
|---|-----------------|----------------|----------------|----------------|------------------------------|--|---------------------------------------|
| | Sept. 30, 1893. | Dec. 31, 1893. | Mar. 31, 1894. | June 30, 1894. | | | |
| <i>Office of the Postmaster-General.</i> | | | | | | | |
| Advertising..... | \$4,798.00 | \$5,661.80 | \$6,560.06 | \$5,268.73 | \$22,295.24 | \$1,815.07 | \$24,110.31 |
| Miscellaneous items..... | | | | 12.00 | 12.00 | | 12.00 |
| <i>Office of the First Assistant Postmaster-General.</i> | | | | | | | |
| Compensation of postmasters..... | 3,882,999.29 | 3,977,114.68 | 4,105,452.51 | 3,954,143.50 | 15,899,709.98 | 46,612.69 | 15,946,322.67 |
| Compensation of clerks in post-offices..... | 2,132,942.79 | 2,174,827.97 | 2,208,610.15 | 2,243,066.05 | 8,759,386.96 | 5,666.16 | 8,765,053.12 |
| Rent, light, and fuel for first and second class offices..... | 189,031.37 | 200,392.62 | 194,457.29 | 201,530.77 | 795,412.05 | 8,320.90 | 797,732.95 |
| Rent, light, and fuel for third-class offices..... | 122,646.52 | 144,167.75 | 146,561.88 | 149,869.29 | 573,263.44 | 893.93 | 574,069.37 |
| Miscellaneous items, including office furniture..... | 20,738.39 | 27,111.48 | 27,362.93 | 81,546.71 | 106,759.51 | 13,511.11 | 120,270.63 |
| Free-delivery service..... | 2,983,071.30 | 2,901,603.97 | 2,756,967.60 | 2,787,585.50 | 11,239,251.37 | 3,115.18 | 11,242,366.55 |
| Stationery for post-offices..... | 13,662.56 | 2,110.89 | 2,461.09 | 13,957.34 | 32,488.88 | | 32,488.88 |
| Wrapping twine..... | 8,987.50 | 23,610.23 | 21,570.00 | 27,435.68 | 81,008.40 | | 81,008.40 |
| Letter balances, scales, and test weights..... | 10,530.00 | 10,530.00 | 12,105.63 | 16,873.37 | 50,039.00 | | 50,039.00 |
| Postmarking and rating stamps..... | 93.00 | 2,622.60 | 1,411.75 | 2,702.00 | 6,830.35 | 4,180.00 | 11,010.35 |
| Packing boxes, sawdust, etc..... | 6,638.09 | 8,171.58 | 4,851.25 | 9,538.24 | 29,199.16 | 1,467.01 | 30,666.17 |
| Printing facing slips, slide labels, etc..... | 231.53 | 354.80 | 92.30 | 347.50 | 1,026.43 | | 1,026.43 |
| Rent, light, and fuel for post-offices..... | 1,297.30 | 1,818.68 | 1,883.68 | 2,376.34 | 7,326.15 | 70.94 | 7,397.09 |
| | | | | | | 4,174.14 | 4,174.14 |
| <i>Office of the Second Assistant Postmaster-General.</i> | | | | | | | |
| Inland mail transportation, railroad..... | 6,378,910.55 | 6,413,881.04 | 6,418,125.74 | 6,450,649.03 | 25,661,567.20 | 354,952.11 | 26,016,519.37 |
| Inland mail transportation, special facilities, etc..... | 39,976.87 | 36,001.26 | 35,616.24 | 36,946.24 | 151,540.71 | | 151,540.71 |
| Inland mail transportation, star..... | 1,461,476.53 | 1,462,041.96 | 1,444,303.01 | 1,476,033.85 | 5,846,955.65 | 19,825.00 | 5,866,780.74 |
| Inland mail transportation, steamboat..... | 116,273.73 | 95,684.82 | 99,217.67 | 105,503.05 | 416,679.26 | 769.63 | 417,448.89 |
| Mail messenger service..... | 301,143.96 | 302,863.21 | 303,275.75 | 301,688.77 | 1,206,972.71 | 1,090.76 | 1,210,063.47 |
| Mail bags and catches..... | 67,574.50 | 81,264.30 | 42,954.24 | 43,081.78 | 234,854.82 | 25,613.75 | 259,468.57 |
| Mail locks and keys..... | 10,493.17 | 5,661.32 | 10,049.87 | 8,368.69 | 34,593.86 | 752.31 | 35,346.17 |
| Repair shop for mail bags..... | 1,885.09 | 2,065.30 | 1,981.90 | 2,325.31 | 8,258.60 | | 8,258.60 |
| Railway post-office car service..... | 730,046.02 | 729,020.23 | 730,989.83 | 731,100.99 | 2,921,967.18 | 4.51 | 2,921,971.69 |
| Railway post-office clerks..... | 1,669,415.22 | 1,708,903.63 | 1,723,957.73 | 1,745,918.21 | 6,878,194.79 | 2,213.78 | 6,880,408.57 |
| Miscellaneous items..... | 344,396.60 | 328,247.08 | 311,276.03 | 298,264.76 | 1,250,154.47 | 117,418.65 | 1,367,573.12 |
| Transportation of foreign mails..... | | | | 104.55 | 104.55 | | 104.55 |
| Balance due foreign countries..... | 13.53 | 27,749.41 | 13,476.06 | 39,904.81 | 81,143.81 | 30,923.91 | 112,067.73 |
| <i>Office of the Third Assistant Postmaster-General.</i> | | | | | | | |
| Manufacture of postage stamps..... | 61,714.08 | 150,477.30 | 32,605.55 | 93,943.42 | 338,745.35 | | 338,745.35 |
| Distribution of postage stamps..... | 2,460.00 | 2,611.99 | 2,308.50 | 3,306.25 | 9,094.75 | | 9,094.75 |
| Manufacture of stamped envelopes..... | 209,560.72 | 237,011.99 | 232,734.87 | 221,642.78 | 901,549.36 | 523.85 | 902,073.21 |

| | | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|
| Distribution of stamped envelopes..... | 4,355.00 | 4,355.00 | 4,355.00 | 4,357.16 | 17,422.16 | 17,422.16 |
| Manufacture of postal cards..... | 68,248.25 | 84,281.00 | 35,520.23 | 36,091.04 | 177,827.21 | 177,827.21 |
| Distribution of postal cards..... | 1,592.34 | 1,593.19 | 1,675.17 | 1,592.26 | 6,725.80 | 6,725.80 |
| Registered package tag, official and dead-letter envelopes..... | 21,847.67 | 21,853.48 | 26,071.37 | 20,318.19 | 88,690.89 | 88,690.89 |
| Ship, steamboat, and way letters..... | 338.30 | 339.79 | 176.11 | 200.67 | 931.87 | 931.87 |
| Engraving, printing, and binding warrants and drafts..... | 65,791.43 | 67,120.32 | 62,114.35 | 66,313.60 | 261,293.70 | 261,293.26 |
| Special-delivery service..... | 5.00 | | | 78.00 | 83.00 | 83.00 |
| Miscellaneous items..... | | | | | | |
| <i>Office of the Fourth Assistant Postmaster-General.</i> | | | | | | |
| Mail depredations and post-office inspectors..... | 43,359.40 | 46,024.55 | 50,660.50 | 54,685.74 | 197,339.19 | 203,577.28 |
| World's Fair post-office, special appropriation..... | 19,607.96 | 12,665.36 | 151.62 | | 32,404.84 | 32,404.84 |
| Cancelling machines..... | | | | | 13,127.41 | 13,127.41 |
| Clerk hire and rent, light and fuel, special appropriation..... | | | | | 5,819.94 | 5,819.94 |
| Total..... | 20,928,684.12 | 21,153,931.73 | 21,077,423.94 | 21,165,871.86 | 84,324,414.15 | 84,994,111.62 |

NO. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1894.

| States and Territories. | Receipts. | | | Expenditures. | | | | Excess of receipts over expenditures. | Excess of expenditures over receipts. | | | |
|-------------------------|-----------------|------------------------|-------------------------------|--|-----------------|------------------------------|---|---------------------------------------|---------------------------------------|----------------------------------|--|---------------------------|
| | Letter postage. | Waste paper and twine. | Box rents and branch offices. | Postage stamps, stamped envelopes, and postal cards. | Total receipts. | Compensation of postmasters. | Clerks for rent, light and fuel, and incidental expenses of post-offices. | | | Compensation of letter-carriers. | Compensation of post-clerks and mail messengers. | Transportation by States. | Total expenditures. |
| Alabama..... | \$0.69 | \$12.31 | \$20,876.87 | \$402,962.46 | \$522,838.33 | \$345,632.89 | \$56,713.02 | \$47,009.49 | \$50,860.07 | \$925,385.84 | \$1,025,620.31 | \$501,781.98 |
| Alaska..... | | | 510.00 | 3,424.53 | 3,934.53 | 2,994.14 | 7,076.62 | 1,361.40 | 877.61 | 11,230.78 | 15,102.53 | 11,108.00 |
| Arizona..... | 6.33 | 28.34 | 7,944.64 | 77,267.56 | 85,246.87 | 42,523.82 | 7,076.62 | 1,361.40 | 3,205.20 | 169,237.84 | 223,040.88 | 138,158.01 |
| Arkansas..... | 1.65 | 258.08 | 18,131.04 | 422,228.70 | 440,020.07 | 213,437.95 | 39,997.71 | 27,077.45 | 55,598.69 | 290,394.41 | 627,014.21 | 186,304.14 |
| California..... | 1.79 | 140.11 | 109,374.33 | 2,032,743.70 | 2,142,020.84 | 453,210.25 | 103,420.85 | 848,091.96 | 193,982.65 | 1,223,967.10 | 2,578,611.67 | 437,351.69 |
| Colorado..... | .18 | 333.52 | 52,876.77 | 639,286.13 | 692,163.90 | 187,560.84 | 103,420.85 | 848,091.96 | 193,982.65 | 1,223,967.10 | 2,578,611.67 | 437,351.69 |
| Connecticut..... | | | 61,972.78 | 1,197,456.80 | 1,259,540.57 | 255,882.59 | 170,879.75 | 175,585.51 | 85,444.14 | 572,004.32 | 1,046,247.05 | 353,750.45 |
| Delaware..... | | | 3,896.44 | 138,102.63 | 142,001.22 | 42,112.64 | 14,612.98 | 25,507.67 | 7,462.83 | 46,284.80 | 136,040.92 | |
| Dist. Columbia..... | | 340.36 | 4,743.52 | 535,062.53 | 560,146.41 | 8,195.96 | 418,545.87 | 162,624.69 | 294,884.29 | 874,250.81 | 1,059,135.10 | 314,104.40 |
| Florida..... | 29 | | 20,160.25 | 403,181.04 | 423,341.58 | 189,684.64 | 38,220.70 | 14,508.47 | 54,375.71 | 353,138.35 | 549,836.87 | 251,595.29 |
| Georgia..... | 14.83 | 66.91 | 23,485.81 | 884,821.78 | 888,309.35 | 292,404.74 | 106,766.70 | 105,745.45 | 215,009.71 | 919,753.82 | 1,214,070.92 | 731,890.29 |
| Idaho..... | 5.22 | 179.67 | 10,796.28 | 106,220.45 | 117,016.73 | 64,180.72 | 7,857.92 | 1,910.72 | 4,619.77 | 135,395.26 | 140,270.92 | 96,862.76 |
| Illinois..... | 23.42 | 1,018.16 | 178,321.32 | 6,951,641.03 | 7,131,003.83 | 924,634.74 | 1,100,122.41 | 1,186,416.68 | 736,525.12 | 2,288,711.62 | 3,414,038.19 | 1,087,054.74 |
| Indiana..... | 1.75 | | 79,224.29 | 1,763,114.22 | 1,842,340.26 | 544,427.01 | 1,186,416.68 | 1,186,416.68 | 333,525.12 | 1,288,711.62 | 2,610,096.84 | 707,750.59 |
| Indian Ter..... | 13.52 | 38 | 5,399.00 | 99,038.17 | 104,437.17 | 64,332.68 | 2,857.83 | | | | | |
| Iowa..... | 2.95 | | 140,000.74 | 1,916,475.89 | 2,056,436.58 | 692,730.89 | 225,828.65 | 178,178.68 | 331,408.30 | 1,323,881.94 | 2,752,087.46 | 695,517.88 |
| Kansas..... | 6.01 | 1,615.51 | 79,430.34 | 1,145,336.64 | 1,224,766.98 | 408,600.04 | 133,176.31 | 110,525.54 | 197,800.22 | 1,224,864.82 | 1,656,086.83 | 431,221.85 |
| Kentucky..... | 3.26 | 45.68 | 31,150.32 | 1,042,007.64 | 1,073,204.90 | 337,935.26 | 127,270.54 | 138,677.74 | 82,825.89 | 798,187.60 | 1,022,897.03 | 241,709.13 |
| Louisiana..... | 2.80 | | 20,295.98 | 629,476.02 | 649,771.90 | 165,770.17 | 95,870.98 | 117,735.34 | 68,484.85 | 797,816.06 | 966,347.88 | 168,531.82 |
| Maine..... | 82.89 | | 38,492.10 | 797,952.92 | 836,445.02 | 298,528.63 | 84,041.66 | 66,772.44 | 70,449.47 | 350,555.08 | 421,004.55 | 43,818.97 |
| Maryland..... | | | 14,502.64 | 1,130,405.27 | 1,144,910.63 | 200,273.60 | 180,631.21 | 285,182.81 | 120,797.17 | 881,609.88 | 1,051,414.71 | 536,504.14 |
| Massachusetts..... | | | 151,722.92 | 4,896,520.30 | 5,048,243.31 | 544,648.45 | 824,488.99 | 314,595.96 | 222,349.65 | 979,245.23 | 2,404,632.07 | 102,403.73 |
| Michigan..... | 1.05 | 122.86 | 17,057.91 | 2,134,147.12 | 2,242,238.94 | 622,670.84 | 265,770.96 | 314,595.96 | 222,349.65 | 979,245.23 | 2,404,632.07 | 102,403.73 |
| Minnesota..... | 16.34 | 117.83 | 71,907.90 | 1,571,308.26 | 1,643,138.73 | 383,007.57 | 201,893.83 | 245,546.45 | 34,906.86 | 555,700.53 | 858,990.62 | 461,085.87 |
| Mississippi..... | 18.46 | | 16,983.38 | 380,730.81 | 397,714.19 | 218,949.24 | 29,097.91 | 20,345.05 | 34,906.86 | 555,700.53 | 858,990.62 | 461,085.87 |
| Missouri..... | 8.55 | 375.02 | 80,812.57 | 3,042,451.54 | 3,123,647.68 | 598,178.94 | 459,238.98 | 439,418.80 | 609,792.85 | 1,223,967.32 | 3,903,571.03 | 714,923.97 |
| Montana..... | 112.91 | 263.91 | 31,800.01 | 2,167,238.85 | 2,199,038.86 | 874,968.55 | 85,613.43 | 13,975.60 | 28,832.27 | 1,223,967.32 | 3,903,571.03 | 714,923.97 |
| Nebraska..... | 14.78 | 573.11 | 73,037.29 | 1,057,238.85 | 1,131,459.01 | 374,968.55 | 116,673.43 | 13,975.60 | 199,428.86 | 1,607,508.35 | 2,419,959.22 | 1,282,500.81 |
| Nevada..... | | 2.00 | 6,753.25 | 59,072.58 | 65,825.83 | 30,988.83 | 5,698.77 | 121,862.11 | 6,403.01 | 123,238.28 | 186,320.49 | 100,501.66 |
| New Hampshire..... | 26 | | 26,648.90 | 474,161.48 | 500,810.64 | 187,662.94 | 46,151.20 | 49,483.07 | 25,180.65 | 153,000.32 | 248,478.28 | 97,667.86 |
| New Jersey..... | 2.17 | | 50,992.33 | 1,728,515.12 | 1,777,109.62 | 584,567.65 | 211,719.20 | 400,665.32 | 30,999.66 | 542,372.11 | 1,550,260.03 | 77,752.58 |
| New Mexico..... | | 119.35 | 9,801.14 | 1,826,247.90 | 1,836,049.04 | 55,969.01 | 8,739.38 | 2,092.86 | 33,157.59 | 2,762,387.82 | 2,907,101.33 | 194,632.94 |
| New York..... | 12.55 | 1,001.99 | 224,240.45 | 12,768,982.57 | 12,993,223.02 | 2,965,252.96 | 3,362,671.36 | 2,365,570.28 | 634,170.33 | 4,542,092.82 | 873,298.08 | 390,907.09 |
| North Carolina..... | 12.46 | 104.91 | 10,614.82 | 546,610.80 | 557,225.62 | 278,598.58 | 48,875.82 | 30,245.25 | 63,457.53 | 452,092.82 | 514,550.33 | 390,907.09 |
| North Dakota..... | 4.79 | 2.64 | 17,509.96 | 209,507.08 | 227,017.04 | 113,862.29 | 17,972.47 | 3,561.03 | 29,087.22 | 241,123.32 | 270,184.33 | 21,734.61 |
| Ohio..... | 2.24 | 521.67 | 130,003.17 | 4,220,421.20 | 4,350,424.37 | 803,244.77 | 561,014.97 | 687,068.24 | 980,720.99 | 3,947,181.04 | 7,068,860.01 | 2,708,312.34 |

| | | | | | | | | | | | | |
|----------------------------|--------|----------|--------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|
| Oklahoma | 83 | 44.84 | 7,977.57 | 119,358.20 | 127,381.54 | 57,425.86 | 8,841.90 | 4,614.20 | 2,089.04 | 630.00 | 73,901.00 | 53,480.48 |
| Oregon | 28.98 | | 25,947.42 | 367,398.68 | 427,322.39 | 142,455.55 | 51,769.12 | 4,341.20 | 4,863.66 | 439,601.06 | 79,093.29 | |
| Idaho | 1.24 | 130.42 | 153,458.84 | 6,367,406.21 | 6,465,384.71 | 2,124,847.75 | 1,016,994.12 | 1,333,510.10 | 511,051.78 | 1,895,444.17 | 3,006,701.19 | 489,132.70 |
| Montana | | 232.01 | 21,100.88 | 487,836.37 | 492,329.37 | 68,530.33 | 4,830.42 | 1,064,485.08 | 11,004.71 | 87,768.67 | 5,975,952.01 | 153,582.05 |
| North Carolina | 75 | 59.17 | 11,404.40 | 351,305.72 | 362,770.97 | 159,786.71 | 31,737.96 | 31,737.96 | 58,582.42 | 341,400.37 | 822,157.13 | 259,357.09 |
| South Carolina | 15 | 243.84 | 27,146.38 | 307,195.41 | 334,595.78 | 182,587.73 | 29,718.85 | 99,447.21 | 203,440.36 | 404,646.36 | 194,000.58 | |
| South Dakota | | 77.87 | 19,904.02 | 845,652.60 | 865,634.59 | 892.13 | 158,700.32 | 158,700.32 | 213,217.09 | 396,757.78 | 1,104,877.37 | 239,342.49 |
| Tennessee | | 5.96 | 83,372.49 | 4,455,446.68 | 4,539,031.53 | 665,802.27 | 158,700.32 | 155,236.77 | 203,217.09 | 254,050.53 | 2,927,013.38 | 757,981.85 |
| Texas | | 206.40 | 19,600.29 | 1,778,033.70 | 1,885,750.69 | 79,732.26 | 24,861.45 | 27,861.45 | 32,875.50 | 189,573.31 | 324,100.29 | 135,349.42 |
| Utah | | 17.93 | 19,163.39 | 471,473.81 | 490,653.69 | 179,183.21 | 35,819.12 | 31,516.43 | 32,875.50 | 147,087.58 | 246,087.58 | 14,566.10 |
| Vermont | | 16.49 | 25,716.35 | 1,005,402.43 | 1,031,183.34 | 403,376.68 | 104,610.25 | 109,070.65 | 83,795.81 | 1,115,249.29 | 1,832,102.68 | 800,910.34 |
| Virginia | 4.56 | | 36,194.78 | 509,912.31 | 466,107.85 | 165,456.83 | 72,468.05 | 61,931.74 | 47,237.03 | 486,203.74 | 573,977.44 | 287,800.50 |
| West Virginia | 59.24 | 8.09 | 14,700.88 | 434,172.68 | 448,018.07 | 172,655.73 | 34,764.68 | 26,103.87 | 27,237.03 | 264,355.47 | 596,136.78 | 137,118.71 |
| Wisconsin | 22.84 | 113.46 | 74,906.86 | 1,604,067.17 | 1,678,113.35 | 476,867.94 | 170,912.37 | 228,529.20 | 131,180.46 | 978,996.85 | 1,986,494.92 | 316,981.57 |
| Wyoming | | | 0,509.07 | 76,832.74 | 71,831,342.41 | 44,705.20 | 9,642.96 | 6,402.44 | 46,805.76 | 305,578.65 | 413,135.01 | 829,792.90 |
| Total | 406.88 | 8,753.93 | 2,482,937.02 | 70,185,221.82 | 72,687,310.65 | 15,899,709.08 | 10,655,033.02 | 11,239,251.37 | 8,080,491.14 | 36,808,050.11 | 82,682,535.62 | 17,221,010.65 |
| Deduct miscellaneous items | | | | | | | | | | | | |
| Grand total | 406.88 | 8,753.93 | 2,482,937.02 | 70,185,221.82 | 72,687,310.65 | 15,899,709.08 | 10,655,033.02 | 11,239,251.37 | 8,080,491.14 | 36,808,050.11 | 82,682,535.62 | 17,221,010.65 |

Items of expenditure of a general nature not embraced in statement by States.

| | | | |
|---|----------------|---|---------------|
| Amount paid for foreign mails and expenses of Government agents..... | \$1,250,154.47 | Receipts on account of dead letters..... | \$17,865.74 |
| Balances paid foreign countries..... | 81,143.81 | Receipts on account of fines and penalties..... | 19,285.42 |
| Wrapping paper..... | 50,039.00 | Revenue for money-order business..... | 10,074.68 |
| Stationery..... | 81,603.40 | Revenue from unpaid money-orders..... | 1,300,000.00 |
| Advertising..... | 32,313.67 | Letter postage..... | 81,430.29 |
| Mail bags and keys..... | 3,369.33 | Excess of expenditures over receipts..... | 9,243,938.11 |
| Mail locks and catches..... | 115,126.18 | Box rents, foreign postal agency..... | 242.00 |
| Postmarking and canceling stamps..... | 10,835.38 | Stamps, etc., foreign postal agency..... | 3,930.00 |
| Postmarking and canceling stamps..... | 28,199.16 | | |
| Mail depredations and post-office inspectors..... | 107,338.19 | | |
| Letter balances..... | 6,830.35 | | |
| Expenses of postage stamps, stamped envelopes, wrappers, and cards..... | 1,450,864.73 | | |
| Dead-letter, official, and registered package envelopes..... | 88,690.89 | | |
| Sundry and miscellaneous payments..... | 53,819.02 | | |
| Excess of expenses brought down..... | 8,185,765.92 | | |
| Total..... | 11,637,094.50 | Total..... | 11,637,094.50 |

Items of receipt of a general nature not embraced in statement by States.

| | |
|--|------------------|
| Receipts on account of dead letters | 917, 885. 74 |
| Receipts on account of fines and penalties | 18, 285. 42 |
| Receipts on account of miscellaneous | 10, 074. 68 |
| Revenue for money-order business | 960, 341. 26 |
| Revenue from unpaid money-orders | 1, 300, 000. 00 |
| Letter postage | 81, 450. 29 |
| Excess of expenditures over receipts | 9, 243, 936. 11 |
| Box rents, foreign postal agency | 242. 00 |
| Stamps, etc., foreign postal agency | 3, 930. 00 |
| Total | 11, 637, 094. 50 |

No. 4.—Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1894.

| Title of appropriation. | Amount appropriated, including special acts and deficiencies. | Expended. | Balance unexpended. |
|---|---|---------------|---------------------|
| <i>Office of the Postmaster-General.</i> | | | |
| Advertising..... | \$23,000.00 | \$22,295.24 | \$704.76 |
| Miscellaneous items..... | 1,000.00 | 12.00 | 988.00 |
| <i>Office of the First Assistant Postmaster-General.</i> | | | |
| Compensation of postmasters..... | 15,000,000.00 | 15,899,709.98 | * 299,709.98 |
| Compensation of clerks in post-offices..... | 8,890,000.00 | 8,759,386.96 | 100,613.04 |
| Rent, light, and fuel for first and second class offices..... | 802,000.00 | 789,412.05 | 12,587.95 |
| Rent, light, and fuel for third class offices..... | 630,000.00 | 573,265.44 | 56,734.56 |
| Miscellaneous items, including office furniture..... | 125,000.00 | 106,759.51 | 18,240.49 |
| Free-delivery service..... | 11,254,900.00 | 11,239,251.37 | 15,648.63 |
| Stationery for post-offices..... | 57,000.00 | 32,488.88 | 24,511.12 |
| Wrapping twine..... | 90,000.00 | 81,903.40 | 8,096.60 |
| Wrapping paper..... | 60,000.00 | 50,089.00 | 9,911.00 |
| Letter balances, scales, and test weights..... | 18,000.00 | 6,830.35 | 11,169.65 |
| Postmarking and rating stamps..... | 40,000.00 | 29,199.16 | 10,800.84 |
| Packing boxes, sawdust, etc..... | 1,500.00 | 1,028.43 | 471.57 |
| Printing facing slips, slide labels, etc..... | 10,000.00 | 7,326.15 | 2,673.85 |
| <i>Office of the Second Assistant Postmaster-General.</i> | | | |
| Inland mail transportation, railroad..... | 25,769,000.00 | 25,061,567.26 | 107,432.74 |
| Inland mail transportation, special facilities, etc..... | 196,614.22 | 151,540.71 | 45,073.51 |
| Inland mail transportation, star..... | 5,945,000.00 | 5,646,855.65 | 98,144.35 |
| Inland mail transportation, steamboat..... | 450,000.00 | 416,679.26 | 33,320.74 |
| Mail-messenger service..... | 1,275,000.00 | 1,208,972.71 | 66,027.29 |
| Mail bags and catchers..... | 260,000.00 | 233,854.82 | 26,145.18 |
| Mail locks and keys..... | 35,000.00 | 34,583.86 | 416.14 |
| Repair shop for mail bags..... | 8,500.00 | 8,258.90 | 241.10 |
| Railway post-office car service..... | 2,941,000.00 | 2,921,957.18 | 19,042.82 |
| Railway post-office clerks..... | 6,894,000.00 | 6,678,194.79 | 15,805.21 |
| Miscellaneous items..... | 500.00 | 490.89 | 9.11 |
| Transportation of foreign mail..... | 1,600,000.00 | 1,250,154.47 | 349,845.53 |
| Balance due foreign countries..... | 110,000.00 | 81,143.81 | 28,856.19 |
| <i>Office of the Third Assistant Postmaster-General.</i> | | | |
| Manufacture of postage stamps..... | 376,200.00 | 338,745.35 | 37,454.65 |
| Distribution of postage stamps..... | 12,000.00 | 9,094.75 | 2,905.25 |
| Manufacture of stamped envelopes, etc..... | 1,110,000.00 | 901,549.36 | 208,450.64 |
| Distribution of stamped envelopes, etc..... | 17,800.00 | 17,422.16 | 377.84 |
| Manufacture of postal cards..... | 343,700.00 | 177,327.21 | 166,372.79 |
| Distribution of postal cards..... | 7,800.00 | 6,725.90 | 1,074.10 |
| Registered package, tag, official, and dead-letter envelopes..... | 113,600.00 | 88,690.89 | 24,909.11 |
| Ship, steamboat, and way letters..... | 1,500.00 | 951.67 | 548.33 |
| Engraving, printing, and binding warrants and drafts..... | 3,200.00 | ----- | 3,200.00 |
| Special-delivery service..... | 261,209.70 | 261,209.70 | ----- |
| Miscellaneous items..... | 500.00 | 83.00 | 417.00 |
| <i>Office of the Fourth Assistant Postmaster-General.</i> | | | |
| Mail depredations and post-office inspectors..... | 235,000.00 | 197,339.19 | 37,660.81 |
| World's Fair post-office, special appropriation..... | 46,059.79 | 32,404.64 | 16,254.95 |
| Total..... | 85,588,183.71 | 84,324,414.15 | 1,563,479.54 |

* \$299,709.98 excess of expenditures over appropriation.

No. 5.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to miscellaneous, office of the Postmaster-General.*

AMOUNT PAID BY WARRANT.

| Date. | To whom allowed. | For what object. | Amount. |
|------------------|--|--|---------|
| 1894. July 20 | The Journal of Commerce and Commercial Bulletin. | Amount paid for subscription to the Journal from July 1, 1893, to June 30, 1894. | \$12.00 |

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to miscellaneous and incidental items, office of the First Assistant Postmaster-General.*

AMOUNT PAID BY WARRANT.

| Date. | To whom allowed. | For what object. | Amount. |
|-----------------|--------------------------|---|----------|
| 1894. Mar. 3 | August W. Machen..... | Expenses of the commission appointed by the Postmaster-General to investigate the postal service of New York, N. Y., from February 11 to March 1, 1894. | \$266.88 |
| May 3 |do | Expenses incurred as chairman Chicago postal commission. | 860.77 |
| July 10 | Charles O. Shepherd..... | Expenses incurred while traveling from Washington to Newport News, Va., and return, on postal business | 7.50 |
| | | Total..... | 1,135.15 |

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current for incidental office expenses, such as repairs, gas fixtures, telegrams, etc.:

| | |
|----------------------------|-------------|
| Third quarter, 1893 | \$20,738.89 |
| Fourth quarter, 1893 | 27,111.48 |
| First quarter, 1894 | 26,235.28 |
| Second quarter, 1894 | 31,539.21 |

| | |
|------------------------------|------------|
| | 105,624.86 |
| Amount paid by warrant | 1,135.15 |

| | |
|---|------------|
| Amount paid and charged miscellaneous, office F/ Assistant Postmaster-General.. | 106,759.51 |
|---|------------|

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to miscellaneous items, office of the Second Assistant Postmaster-General.

AMOUNT PAID BY WARRANT.

| Date. | To whom allowed. | For what object. | Amount. |
|----------|---|---|---------|
| 1893. | | | |
| Aug. 5 | Z. Taylor Rickards, secretary and treasurer Fulton & Walker Co. | For furnishing 2 dozen photographs United States wire-screen mail wagon. | \$11.00 |
| Sept. 2 | N. M. Brooks | Expenses incurred while traveling on official business from Washington to New York in connection with the sea post-office service. | 6.00 |
| Sept. 6 | Joseph I. Porter | Expenses incurred while traveling from Washington, D. C., to New York, N. Y., and Yonkers, N. Y., August 24 and 26, 1893, and return. | 5.95 |
| Sept. 8 | R. D. S. Tyler | Expenses incurred while traveling on business of the Post-Office Department to Chicago and return. | 47.55 |
| Sept. 22 | John A. Chapman | Expenses incurred while traveling on official business to New York and return. | 14.35 |
| Oct. 4 | J. Lowrie Bell | Expenses incurred while traveling on official business during the month of September, 1893. | 23.60 |
| Oct. 5 | Z. Taylor Rickards, secretary and treasurer Fulton & Walker Co. | For furnishing one sample special design lock, as used on United States mail wagons. | 7.50 |
| Nov. 14 | John A. Chapman | Expenses incurred while traveling on official business between New York and Washington. | 4.65 |
| Dec. 4 | J. Lowrie Bell | Expenses incurred while traveling on official business of the Post-Office Department during the month of October, 1893. | 16.65 |
| 1894. | | | |
| Jan. 8 | J. Lowrie Bell | Expenses incurred while traveling on official business during the month of December, 1893. | 63.30 |
| Feb. 10 | J. Lowrie Bell | Expenses incurred while traveling on official business of the Post-Office Department during the month of January, 1894. | 27.63 |
| Mar. 1 | Joseph I. Porter | Expenses incurred while traveling on official business of the Post-Office Department in February, 1894. | 1.75 |
| Mar. 6 | J. Lowrie Bell | Expenses incurred while traveling on official business Feb. 5 to Mar. 1, 1894. | 17.32 |
| May 21 | J. Lowrie Bell | Expenses incurred while traveling on official business during the months of March, April, and May, 1894. | 123.10 |
| June 22 | W. F. Roberts | Amount paid for one Yost writing machine, for office of the Second Assistant Postmaster-General. | 90.50 |
| June 23 | J. Lowrie Bell | Expenses incurred while traveling on official business in May, 1894. | 14.05 |
| | | Total | 490.89 |

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1894, and charged to miscellaneous items, office of the Third Assistant Postmaster-General.

AMOUNT PAID BY WARRANT.

| Date. | To whom allowed. | For what object. | Amount. |
|------------------|--------------------------|--|---------|
| 1893. Oct. 5 | Howard Lockwood & Co.... | Amount paid for subscription to the Paper Trade Journal for 1 year and 3 months. | \$5.00 |
| 1894. June 20 | Charles L. Condit..... | Amount paid for Century Dictionary..... | 78.00 |
| | | Total..... | 83.00 |

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1894.

| Year. | Receipts. | | | Expenditures. |
|-----------|----------------|------------------|----------------|----------------|
| | Revenue. | Treasury grants. | Total. | |
| 1837..... | \$4,945,668.21 | | \$4,945,668.21 | \$3,288,319.03 |
| 1838..... | 4,238,733.46 | | 4,238,733.46 | 4,430,662.21 |
| 1839..... | 4,484,656.70 | | 4,484,656.70 | 4,636,536.31 |
| 1840..... | 4,543,521.92 | | 4,543,521.92 | 4,718,235.64 |
| 1841..... | 4,407,726.27 | \$482,657.00 | 4,890,383.27 | 4,499,527.61 |
| 1842..... | 4,548,649.65 | | 4,548,649.65 | 5,674,731.80 |
| 1843..... | 4,296,225.43 | | 4,296,225.43 | 4,374,753.71 |
| 1844..... | 4,237,287.83 | | 4,237,287.83 | 4,296,512.70 |
| 1845..... | 4,289,641.80 | | 4,289,641.80 | 4,320,731.99 |
| 1846..... | 3,487,199.35 | 750,000.00 | 4,237,199.35 | 4,076,036.91 |
| 1847..... | 3,890,809.23 | 12,500.00 | 3,892,809.23 | 3,979,542.10 |
| 1848..... | 4,555,211.10 | 125,000.00 | 4,680,211.10 | 4,328,850.27 |
| 1849..... | 4,705,176.28 | | 4,705,176.28 | 4,479,049.13 |
| 1850..... | 5,499,984.86 | | 5,499,984.86 | 5,212,953.43 |
| 1851..... | 6,410,604.83 | | 6,410,604.83 | 6,278,401.68 |
| 1852..... | 5,184,520.84 | 1,741,444.44 | 6,925,971.28 | 7,108,450.04 |
| 1853..... | 5,240,724.70 | 2,225,000.00 | 7,465,724.70 | 7,982,756.59 |
| 1854..... | 6,255,586.22 | 2,736,748.96 | 8,992,335.18 | 8,577,424.12 |
| 1855..... | 6,642,136.13 | 3,114,542.26 | 9,756,678.39 | 9,968,542.29 |
| 1856..... | 6,920,821.66 | 3,748,881.56 | 10,669,703.22 | 10,405,296.35 |
| 1857..... | 7,353,951.76 | 4,528,004.67 | 11,881,956.43 | 11,508,057.93 |
| 1858..... | 7,489,792.86 | 4,079,270.71 | 12,569,063.57 | 12,722,470.01 |
| 1859..... | 7,968,484.07 | 3,915,946.49 | 11,884,430.56 | 11,458,083.63 |
| 1860..... | 8,518,067.40 | 11,154,167.54 | 19,672,234.94 | 19,170,609.89 |
| 1861..... | 8,349,296.40 | 4,639,806.53 | 12,989,102.93 | 13,606,759.11 |
| 1862..... | 8,269,820.10 | 2,598,953.71 | 10,868,774.61 | 11,125,364.13 |
| 1863..... | 11,163,789.59 | 1,007,848.72 | 12,171,638.31 | 11,314,207.84 |
| 1864..... | 12,438,253.78 | 749,980.00 | 13,188,233.78 | 12,644,786.20 |
| 1865..... | 14,556,158.70 | 3,968.46 | 14,560,127.16 | 13,694,728.23 |
| 1866..... | 14,436,986.21 | | 14,436,986.21 | 15,352,079.30 |
| 1867..... | 15,297,026.67 | 3,991,066.67 | 19,288,093.34 | 19,235,483.46 |
| 1868..... | 16,292,600.80 | 5,696,525.00 | 21,989,125.80 | 22,730,562.65 |
| 1869..... | 18,344,510.72 | 5,707,115.30 | 24,051,626.02 | 23,698,131.50 |
| 1870..... | 19,772,220.65 | 4,022,140.85 | 23,794,361.50 | 23,908,837.63 |
| 1871..... | 20,037,045.42 | 4,126,200.00 | 24,163,245.42 | 24,390,104.08 |
| 1872..... | 21,915,426.37 | 4,953,750.00 | 26,869,176.37 | 26,658,192.31 |
| 1873..... | 22,969,741.57 | 5,690,475.00 | 28,660,216.57 | 29,084,945.07 |
| 1874..... | 26,471,071.82 | 5,922,433.55 | 32,393,505.37 | 32,126,414.58 |
| 1875..... | 26,791,360.59 | 6,704,646.96 | 33,496,007.55 | 33,611,309.45 |
| 1876..... | 28,634,197.60 | 5,088,583.03 | 33,722,780.63 | 33,263,487.58 |
| 1877..... | 27,531,585.26 | 7,013,300.00 | 34,544,885.26 | 33,468,322.44 |
| 1878..... | 29,277,516.95 | 5,307,752.82 | 34,585,269.77 | 34,165,064.49 |
| 1879..... | 30,041,982.66 | 8,297,965.25 | 38,339,947.91 | 37,449,898.45 |
| 1880..... | 33,315,479.84 | 3,587,717.26 | 36,903,197.10 | 36,592,803.68 |
| 1881..... | 36,785,297.97 | 3,297,921.46 | 40,083,219.43 | 39,592,566.22 |
| 1882..... | 41,876,410.15 | 6,595.12 | 41,883,005.27 | 40,482,021.23 |
| 1883..... | 45,508,892.61 | 21,416.85 | 45,530,309.46 | 43,282,944.43 |
| 1884..... | 43,325,958.61 | 140,690.79 | 43,466,649.40 | 47,224,560.27 |
| 1885..... | 42,549,643.93 | 6,066,473.00 | 48,616,116.93 | 50,046,235.21 |
| 1886..... | 43,948,422.95 | 8,751,070.73 | 52,699,493.68 | 51,004,743.80 |
| 1887..... | 46,837,908.39 | 4,746,467.06 | 53,584,375.45 | 53,006,194.39 |
| 1888..... | 52,695,176.79 | 3,356,441.70 | 56,051,618.49 | 56,468,315.20 |
| 1889..... | 56,175,611.18 | 5,745,017.89 | 61,920,629.07 | 62,317,119.36 |
| 1890..... | 60,882,067.92 | 6,100,000.00 | 66,982,067.92 | 66,259,547.84 |
| 1891..... | 65,931,785.72 | 4,441,772.08 | 70,373,557.80 | 73,059,519.49 |
| 1892..... | 70,930,475.98 | 6,280,232.64 | 77,210,708.62 | 76,980,846.16 |
| 1893..... | 75,896,938.16 | 6,727,828.43 | 82,624,766.59 | 81,074,104.90 |
| 1894..... | 75,080,479.04 | 10,200,895.13 | 85,281,374.17 | 84,324,414.15 |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-----------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| ALABAMA. | | | | | | | | | | | |
| Anniston | 3 | \$11,498.57 | \$2,300.00 | \$1,700.00 | \$430.00 | \$51.88 | \$3,763.85 | \$3,245.71 | \$3,252.86 | 72 | Mail bag, 35 cents. |
| Atienza | 3 | 2,307.78 | 1,100.00 | 23.00 | 178.55 | 1.76 | ..... | 1,305.31 | 1,002.47 | 57 | |
| Auburn | 3 | 2,183.27 | 1,100.00 | ..... | 108.10 | 1.84 | ..... | 1,209.94 | 1,975.33 | 55 | |
| Beasem | 3 | 4,638.20 | 1,700.00 | 400.00 | 354.90 | 7.12 | ..... | 2,462.08 | 2,178.12 | 53 | |
| Birmingham | 1 | 53,078.91 | 3,200.00 | 11,905.64 | 497.33 | 389.21 | 14,120.11 | 30,092.29 | 22,984.62 | 57 | Government building. |
| Block | 3 | 2,112.61 | 1,100.00 | ..... | 156.95 | 1.76 | ..... | 1,258.71 | 22,853.90 | 60 | |
| Brewton | 3 | 1,070.67 | 550.00 | 18.75 | 61.50 | 1.72 | ..... | 1,633.97 | 436.70 | 60 | Presidential, Jan. 1, 1894. |
| Bridgeport | 3 | 2,038.97 | 1,300.00 | ..... | 139.63 | 4.24 | ..... | 1,443.87 | 416.10 | 70 | |
| Cullman | 3 | 2,693.89 | 1,100.00 | 200.00 | 130.50 | 3.04 | ..... | 1,433.54 | 1,170.85 | 55 | |
| Decatur | 3 | 3,368.71 | 1,500.00 | 399.97 | 170.00 | 9.04 | ..... | 2,079.01 | 1,307.70 | 61 | |
| Demopolis | 3 | 8,138.50 | 1,300.00 | 600.00 | 90.00 | 4.16 | ..... | 1,494.16 | 1,645.34 | 48 | |
| Eufaula | 3 | 5,631.19 | 1,800.00 | 121.91 | 348.27 | 12.68 | ..... | 2,760.53 | 2,782.26 | 49 | Mail bags, 50 cents. |
| Euauw | 3 | 2,069.44 | 1,100.00 | 183.75 | 162.00 | 1.98 | ..... | 1,294.53 | 765.91 | 63 | |
| Evergreen | 3 | 2,059.97 | 1,000.00 | 163.75 | 162.00 | 2.98 | ..... | 1,348.71 | 702.26 | 66 | |
| Florance | 3 | 5,359.98 | 1,700.00 | 300.00 | 352.25 | 3.84 | ..... | 2,363.08 | 2,882.00 | 104 | Excess, \$80.88. |
| Fort Payne | 3 | 2,855.73 | 1,400.00 | 248.99 | 306.12 | 9.60 | ..... | 2,038.09 | 1,784.06 | 56 | |
| Gadsden | 3 | 2,762.70 | 1,600.00 | ..... | 170.36 | 2.24 | ..... | 2,168.71 | 1,216.62 | 55 | |
| Greenville | 3 | 3,224.46 | 1,300.00 | 270.00 | 252.00 | 5.84 | ..... | 1,492.60 | 1,296.62 | 60 | |
| Huntsville | 3 | 10,611.28 | 2,300.00 | 1,600.00 | 206.50 | 27.36 | 8,514.56 | 7,441.92 | 3,196.34 | 70 | Government building. |
| Jacksonville | 3 | 2,063.18 | 1,100.00 | 200.00 | 183.90 | 2.40 | ..... | 1,508.90 | 584.28 | 72 | |
| Marion | 3 | 2,964.42 | 1,400.00 | 66.66 | ..... | 3.05 | ..... | 1,656.61 | 1,337.81 | 55 | |
| Mobile | 3 | 5,725.89 | 3,100.00 | 9,600.00 | ..... | 386.18 | 13,334.81 | 26,370.99 | 29,354.87 | 47 | Mail bags, 65 cents. |
| Montgomery | 1 | 41,423.85 | 3,000.00 | 7,100.00 | ..... | 202.59 | 8,360.43 | 18,663.02 | 22,766.83 | 45 | Government building. |
| New Decatur | 3 | 2,921.91 | 1,400.00 | 200.00 | 284.45 | 7.04 | ..... | 1,871.49 | 1,050.42 | 64 | Do. |
| Opelika | 3 | 5,243.79 | 1,700.00 | 300.00 | 295.65 | 13.04 | ..... | 2,308.69 | 2,935.10 | 44 | |
| Ozark | 3 | 2,065.51 | 1,000.00 | 183.05 | 120.00 | 4.40 | ..... | 1,307.45 | 748.06 | 64 | |
| Pratt City | 3 | 2,831.28 | 1,100.00 | 83.52 | 171.11 | 1.41 | ..... | 1,308.07 | 1,177.21 | 53 | |
| Scina | 2 | 17,821.41 | 2,500.00 | 2,800.00 | 1,146.90 | 58.66 | 8,708.59 | 10,209.15 | 7,612.26 | 57 | |
| Sheffield | 3 | 1,412.61 | 1,100.00 | 100.00 | 172.98 | 2.80 | ..... | 1,375.78 | 36.83 | 97 | |
| Talladega | 3 | 4,890.57 | 1,700.00 | 600.00 | 231.25 | 11.84 | ..... | 2,583.09 | 2,207.48 | 54 | |
| Troy | 3 | 4,473.16 | 1,500.00 | 475.00 | 283.95 | 6.80 | ..... | 2,695.75 | 2,207.41 | 51 | |
| Tuscaloosa | 3 | 6,438.40 | 1,800.00 | 450.00 | 349.00 | 10.72 | ..... | 2,604.72 | 3,828.68 | 41 | |
| Tusculum | 3 | 2,374.87 | 1,200.00 | 100.00 | 147.15 | 4.16 | ..... | 1,451.31 | 923.56 | 61 | |
| Tuskegee | 3 | 3,281.88 | 1,500.00 | 150.00 | 139.88 | 4.00 | ..... | 1,793.88 | 1,488.00 | 55 | |
| Union Springs | 3 | 2,682.73 | 1,200.00 | 200.00 | 149.75 | 3.84 | ..... | 1,553.50 | 1,070.14 | 59 | |
| Uniontown | 3 | 2,198.61 | 1,100.00 | ..... | 147.50 | ..... | ..... | 1,247.50 | 1,921.11 | 58 | |
| Total | ..... | 285,816.23 | 57,250.00 | 40,938.24 | 8,401.83 | 1,201.57 | 46,797.85 | 154,598.99 | 131,227.24 | 54 | |

| | | | | | | | | | |
|-------------------|------------|-----------|-----------|--------|-----------|------------|----|--|-----------------------------|
| ARIZONA. | | | | | | | | | |
| 3 | 1,914.41 | 1,000.00 | 155.00 | .08 | 1,155.08 | 759.33 | 60 | | |
| 3 | 2,415.95 | 1,400.00 | 284.00 | .98 | 1,084.98 | 730.99 | 70 | | |
| 3 | 1,860.35 | 1,000.00 | 144.00 | | 1,144.00 | 716.35 | 61 | | |
| 3 | 2,247.48 | 1,000.00 | 133.14 | .16 | 1,383.03 | 884.46 | 62 | | |
| 2 | 13,027.34 | 2,300.00 | 1.00 | 11.28 | 1,361.40 | 7,678.06 | 41 | | |
| 3 | 6,902.29 | 1,800.00 | 360.00 | 1.12 | 2,761.12 | 4,141.17 | 40 | | |
| 3 | 1,810.56 | 825.00 | 105.05 | | 930.05 | 880.51 | 51 | | Presidential, Oct. 1, 1893. |
| 3 | 2,267.51 | 1,400.00 | 284.00 | .48 | 1,984.48 | 283.03 | 88 | | |
| 3 | 8,051.25 | 2,000.00 | 300.00 | 18.37 | 3,818.37 | 4,232.88 | 47 | | Presidential, Jan. 1, 1894. |
| 3 | 1,151.97 | 550.00 | 40.00 | 1.20 | 600.20 | 551.77 | 52 | | |
| Total..... | | | | | | | | | |
| | 41,640.12 | 13,275.00 | 4,324.73 | 33.65 | 1,361.40 | 20,809.97 | 50 | | |
| ARKANSAS. | | | | | | | | | |
| 3 | 2,201.09 | 1,100.00 | 200.00 | 3.36 | 1,438.31 | 762.78 | 65 | | |
| 3 | 3,489.23 | 1,500.00 | 259.39 | 7.94 | 1,959.64 | 1,896.59 | 51 | | Mail bags, 50 cents. |
| 3 | 3,400.80 | 1,400.00 | 300.00 | 5.36 | 2,030.36 | 1,370.53 | 60 | | |
| 3 | 3,172.31 | 1,400.00 | 300.00 | 4.00 | 1,868.70 | 1,303.61 | 59 | | |
| 3 | 2,363.04 | 1,100.00 | 125.00 | 4.72 | 1,430.23 | 932.82 | 61 | | |
| 3 | 5,127.70 | 1,600.00 | 204.00 | 7.12 | 2,401.12 | 2,726.58 | 47 | | Mail bags, \$1.20. |
| 3 | 2,145.46 | 1,100.00 | 300.00 | 3.28 | 1,568.08 | 577.38 | 73 | | |
| 3 | 2,916.12 | 1,300.00 | 250.00 | 3.36 | 1,750.35 | 1,165.77 | 60 | | |
| 3 | 2,180.87 | 1,100.00 | 200.00 | 2.16 | 1,447.79 | 1,713.08 | 67 | | |
| 3 | 5,051.95 | 1,800.00 | 1,079.17 | 9.92 | 3,246.59 | 1,805.36 | 64 | | Government building. |
| 3 | 5,981.53 | 1,700.00 | 500.00 | 8.96 | 2,257.21 | 3,724.32 | 38 | | Mail bags, 50 cents. |
| 3 | 2,493.51 | 1,300.00 | 100.00 | 3.76 | 1,573.76 | 919.75 | 63 | | Government building. |
| 2 | 14,011.23 | 2,300.00 | 3,001.00 | 2.37 | 7,105.90 | 6,431.81 | 66 | | |
| 3 | 1,930.69 | 1,000.00 | 200.00 | 5.06 | 1,270.49 | 500.10 | 71 | | |
| 3 | 6,618.58 | 1,800.00 | 600.00 | 8.84 | 2,636.84 | 4,068.72 | 39 | | |
| 3 | 3,579.15 | 1,600.00 | 323.28 | 3.82 | 2,046.83 | 1,530.50 | 57 | | |
| 3 | 20,458.33 | 2,800.00 | 3,300.00 | 92.00 | 12,042.94 | 8,413.44 | 59 | | |
| 3 | 4,338.07 | 1,900.00 | 100.00 | 7.92 | 1,806.59 | 2,728.38 | 40 | | |
| 1 | 54,688.07 | 3,100.00 | 9,196.00 | 206.44 | 10,717.90 | 31,437.73 | 42 | | Do. |
| 3 | 1,086.34 | 1,100.00 | 199.99 | 1.20 | 1,459.34 | 634.20 | 70 | | |
| 3 | 1,872.61 | 1,000.00 | | .16 | 1,067.66 | 894.95 | 57 | | |
| 3 | 2,337.17 | 1,100.00 | 250.00 | 5.04 | 1,508.29 | 828.85 | 65 | | |
| 3 | 2,671.47 | 1,300.00 | 125.00 | 4.16 | 1,763.64 | 887.83 | 67 | | |
| 3 | 4,292.36 | 1,500.00 | 200.00 | 6.48 | 2,005.48 | 2,196.88 | 48 | | |
| 3 | 3,239.46 | 1,400.00 | | 3.68 | 1,574.25 | 1,065.21 | 48 | | |
| 2 | 14,102.26 | 2,400.00 | 3,240.00 | .93 | 11,008.13 | 3,094.13 | 78 | | |
| 3 | 2,323.89 | 1,100.00 | 237.50 | 3.20 | 1,529.60 | 794.39 | 66 | | |
| 3 | 2,878.56 | 1,300.00 | 150.00 | 3.60 | 1,098.66 | 1,180.00 | 59 | | |
| 3 | 2,625.18 | 1,200.00 | 100.00 | 3.52 | 1,416.02 | 1,109.16 | 56 | | |
| 3 | 3,737.80 | 1,500.00 | 200.00 | 6.48 | 1,951.48 | 1,786.32 | 52 | | |
| 3 | 1,046.11 | 500.00 | 50.00 | 1.12 | 586.17 | 459.94 | 56 | | Presidential, Jan. 1, 1894. |
| 3 | 1,807.84 | 1,000.00 | 138.90 | 1.60 | 1,460.50 | 697.34 | 63 | | Government building. |
| 3 | 17,876.45 | 2,200.00 | 2,200.00 | 30.47 | 4,430.47 | 13,445.98 | 25 | | |
| 3 | 5,061.43 | 1,600.00 | 318.35 | 6.96 | 2,176.31 | 2,896.12 | 43 | | |
| Total..... | | | | | | | | | |
| | 219,443.05 | 50,700.00 | 28,253.42 | 470.09 | 27,677.45 | 114,017.50 | 52 | | |

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Percent expense to gross receipts. | Remarks. |
|-------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|------------------------------------|---|
| CALIFORNIA. | | | | | | | | | | | |
| Alameda..... | 2 | \$14,327.51 | \$2,400.00 | \$1,600.00 | \$398.60 | \$127.44 | \$5,053.58 | \$9,572.62 | \$4,754.89 | 67 | Delinquent from Oct. 1 to Dec. 2, 1893. |
| Anaheim..... | 3 | 2,348.23 | 994.57 | ..... | 162.19 | 2.72 | ..... | 1,156.48 | 1,186.75 | 49 | |
| Aracata..... | 3 | 2,430.91 | 1,100.00 | 300.00 | 192.50 | 8.70 | ..... | 1,595.50 | 835.41 | 66 | |
| Anuburn..... | 3 | 5,396.94 | 1,700.00 | 180.00 | 355.50 | 2.00 | ..... | 2,244.22 | 2,354.72 | 40 | |
| Bakersfield..... | 3 | 9,674.05 | 2,000.00 | 1,000.00 | 450.00 | 280.84 | ..... | 3,730.84 | 5,943.21 | 39 | |
| Benicia..... | 3 | 3,031.90 | 1,400.00 | 200.00 | 225.00 | 3.68 | ..... | 1,828.68 | 1,203.22 | 60 | |
| Berkely..... | 3 | 13,117.69 | 2,300.00 | 600.00 | 300.00 | 56.59 | ..... | 3,256.59 | 9,861.10 | 25 | |
| Calistoga..... | 3 | 2,846.13 | 1,200.00 | 250.00 | 167.25 | 1.84 | ..... | 1,619.09 | 1,227.04 | 57 | |
| Chico..... | 3 | 7,207.44 | 1,900.00 | 450.00 | 360.00 | 6.24 | ..... | 2,716.24 | 4,491.20 | 38 | |
| Cloverdale..... | 3 | 2,048.01 | 1,000.00 | 100.00 | 150.00 | 1.92 | ..... | 1,251.92 | 796.08 | 61 | |
| Colton..... | 3 | 2,511.89 | 1,200.00 | 200.00 | 206.75 | 3.12 | ..... | 1,696.87 | 902.02 | 64 | |
| Colusa..... | 3 | 4,352.96 | 1,600.00 | 400.00 | 213.30 | 3.84 | ..... | 2,217.14 | 2,135.82 | 51 | |
| Coronado..... | 3 | 2,572.32 | 1,300.00 | ..... | 170.00 | ..... | ..... | 1,470.00 | 1,102.32 | 57 | |
| Dixon..... | 3 | 2,675.66 | 1,400.00 | ..... | 159.00 | 2.08 | ..... | 1,561.08 | 1,114.58 | 58 | |
| Escondido..... | 3 | 2,734.91 | 1,200.00 | 148.58 | 182.00 | ..... | ..... | 1,431.90 | 1,303.01 | 52 | |
| Eureka..... | 2 | 9,748.70 | 2,000.00 | 1,500.00 | 78.30 | ..... | 2,591.70 | 6,370.00 | 3,378.70 | 65 | |
| Ferrisdale..... | 3 | 1,692.67 | 750.00 | 74.99 | 123.00 | ..... | ..... | 948.87 | 743.80 | 56 | Presidential, Oct. 1, 1893. |
| Fort Bragg..... | 3 | 710.95 | 500.00 | ..... | 76.00 | ..... | ..... | 576.00 | 134.95 | 81 | Presidential, Jan. 1, 1894. |
| Fresno..... | 2 | 24,452.76 | 2,700.00 | 3,900.00 | 68.50 | 45.52 | 5,416.11 | 12,130.53 | 12,322.23 | 50 | |
| Gilroy..... | 3 | 3,878.70 | 1,500.00 | 62.50 | 166.45 | 4.24 | ..... | 1,733.19 | 2,145.51 | 45 | |
| Grass Valley..... | 3 | 6,638.97 | 1,700.00 | 150.00 | 284.00 | 4.88 | ..... | 2,152.88 | 4,486.09 | 32 | |
| Hanford..... | 3 | 6,072.40 | 1,700.00 | 150.00 | 350.25 | 5.68 | ..... | 2,055.93 | 4,016.47 | 34 | |
| Haywards..... | 3 | 3,476.39 | 1,400.00 | ..... | 266.75 | 6.56 | ..... | 1,673.31 | 1,803.08 | 48 | |
| Healdsburg..... | 3 | 5,402.33 | 1,600.00 | 320.25 | 320.25 | 6.48 | ..... | 1,926.73 | 3,475.60 | 36 | |
| Hollister..... | 3 | 4,506.24 | 1,500.00 | 200.00 | 213.75 | 3.12 | ..... | 1,735.80 | 2,770.35 | 39 | |
| Jackeon..... | 3 | 2,544.98 | 1,200.00 | ..... | 217.75 | 3.12 | ..... | 1,616.87 | 928.11 | 64 | |
| Lakeport..... | 3 | 1,956.12 | 1,000.00 | 175.00 | 171.75 | 1.36 | ..... | 1,348.11 | 608.01 | 69 | |
| Lincoln..... | 3 | 2,100.08 | 1,000.00 | ..... | 147.75 | 1.82 | ..... | 1,140.27 | 950.81 | 55 | |
| Livermore..... | 3 | 3,463.31 | 1,400.00 | ..... | 256.35 | 8.08 | ..... | 1,661.43 | 1,801.88 | 48 | |
| Lodi..... | 3 | 2,416.60 | 1,100.00 | 200.00 | 150.00 | 2.24 | ..... | 1,491.24 | 1,925.45 | 60 | |
| Lompoc..... | 3 | 2,528.20 | 1,200.00 | ..... | 100.00 | ..... | ..... | 1,300.80 | 1,227.50 | 51 | |
| Los Angeles..... | 1 | 149,126.52 | 3,400.00 | 27,455.22 | 2,074.75 | 1,119.49 | 32,261.75 | 64,381.18 | 82,747.34 | 45 | Government building. |
| Los Gatos..... | 3 | 6,101.60 | 1,700.00 | ..... | 53.00 | 7.76 | ..... | 1,763.76 | 4,337.84 | 29 | |
| Madera..... | 3 | 4,121.66 | 1,500.00 | 300.00 | 268.75 | 3.20 | ..... | 2,069.05 | 2,051.71 | 50 | |
| Martinez..... | 3 | 3,270.90 | 1,400.00 | 200.00 | 212.00 | 4.68 | ..... | 1,836.88 | 1,434.02 | 56 | |
| Marysville..... | 3 | 9,882.19 | 2,300.00 | 1,468.14 | 400.00 | 14.81 | ..... | 4,083.07 | 5,799.12 | 41 | |
| Menlo Park..... | 3 | 1,738.95 | 1,000.00 | ..... | 127.48 | 2.66 | ..... | 1,130.45 | 608.50 | 65 | |
| Mercer..... | 3 | 6,022.31 | 1,700.00 | 200.00 | 367.00 | 7.28 | ..... | 2,270.28 | 3,752.03 | 38 | |
| Modesto..... | 3 | 5,316.14 | 1,700.00 | 200.00 | 312.85 | 0.94 | ..... | 2,231.80 | 3,084.25 | 42 | |
| Monterey..... | 3 | 3,375.55 | 1,500.00 | ..... | 275.54 | 4.56 | ..... | 1,780.10 | 1,595.45 | 53 | |

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clark hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| CALIFORNIA—cont'd. | | | | | | | | | | | |
| Vallejo..... | 2 | \$8,367.00 | \$2,000.00 | \$600.00 | \$420.00 | \$18.80 | | \$3,088.80 | \$5,328.20 | 56 | |
| Ventura..... | 3 | 5,586.38 | 1,700.00 | 200.00 | 173.80 | 3.28 | | 2,077.08 | 3,509.30 | 37 | |
| Visalia..... | 3 | 6,910.55 | 1,800.00 | 300.00 | 380.00 | 6.64 | | 2,486.64 | 4,423.91 | 36 | |
| Watsonville..... | 3 | 6,485.45 | 1,700.00 | | 293.39 | 7.68 | | 2,001.07 | 4,484.38 | 31 | |
| Willow..... | 3 | 3,247.56 | 1,400.00 | 150.00 | 228.00 | 4.24 | | 1,782.24 | 1,465.32 | 55 | |
| Winters..... | 3 | 2,259.51 | 1,100.00 | | 186.00 | 1.68 | | 1,267.68 | 971.83 | 57 | |
| Woodland..... | 2 | 8,245.18 | 2,000.00 | 1,100.00 | 311.14 | 45.06 | | 3,456.20 | 4,788.98 | 42 | |
| Yreka..... | 3 | 3,066.13 | 1,500.00 | 398.90 | 273.75 | | | 2,177.65 | 1,488.48 | 59 | |
| Yuba City..... | 3 | 1,819.96 | 1,000.00 | 100.00 | 161.10 | .64 | | 1,261.74 | 558.12 | 69 | |
| Total..... | | 1,700,026.57 | 189,044.37 | 294,106.61 | 40,962.55 | 12,672.27 | \$347,891.96 | 884,877.96 | 835,348.61 | 51 | |
| COLORADO. | | | | | | | | | | | |
| Akron..... | 3 | 1,772.56 | 1,100.00 | 150.00 | 208.00 | .56 | | 1,458.56 | 314.00 | 82 | |
| Anamosa..... | 3 | 2,867.80 | 1,500.00 | 250.00 | 283.99 | | | 2,033.99 | 833.81 | 71 | |
| Amethyst..... | 3 | 3,232.84 | 1,700.00 | 112.50 | 224.39 | 1.84 | | 2,038.73 | 1,194.11 | 63 | Delinquent second 1894. |
| Aspen..... | 2 | 7,797.21 | 1,875.00 | 1,496.29 | 498.99 | 55.55 | 1,970.58 | 5,898.41 | 1,898.80 | 76 | |
| Boulder..... | 2 | 9,496.10 | 2,200.00 | 1,300.00 | 490.95 | 15.68 | | 4,006.63 | 5,489.47 | 42 | |
| Breckenridge..... | 3 | 2,495.99 | 1,400.00 | | 211.59 | 2.24 | | 1,613.83 | 872.16 | 66 | |
| Buena Vista..... | 3 | 2,900.83 | 1,100.00 | 200.00 | 172.00 | 2.96 | | 1,774.96 | 1,125.87 | 61 | |
| Canon City..... | 3 | 6,772.82 | 1,900.00 | 250.00 | 450.00 | 9.28 | | 2,609.28 | 4,163.54 | 39 | |
| Central City..... | 3 | 4,412.53 | 1,500.00 | 800.00 | 289.50 | 5.04 | | 2,694.84 | 2,717.69 | 47 | |
| Colorado City..... | 3 | 2,381.41 | 1,300.00 | | 244.50 | 2.56 | | 1,547.06 | 734.35 | 68 | |
| Colorado Springs..... | 1 | 38,381.52 | 3,000.00 | 5,700.00 | 2,169.45 | 210.14 | 6,244.50 | 17,545.09 | 21,016.43 | 45 | Presidential, Jan. 1, 1894. |
| Crested Butte..... | 3 | 12,013.69 | 550.00 | 1,100.00 | 358.50 | 16.32 | | 746.00 | 43.29 | 94 | |
| Cripple Creek..... | 3 | 2,378.75 | 1,700.00 | 400.00 | 190.25 | 3.36 | | 1,999.61 | 894.17 | 26 | |
| Del Norte..... | 2 | 2,757.01 | 1,300.00 | 100.00 | 245.00 | .34 | | 1,645.64 | 1,141.87 | 54 | |
| Denver..... | 1 | 267,773.21 | 2,800.00 | 48,863.01 | | 1,897.07 | 73,681.86 | 128,211.84 | 139,561.37 | 59 | Government building. |
| Durango..... | 2 | 9,810.37 | 2,100.00 | 975.84 | 609.78 | 8.24 | | 3,783.56 | 6,026.81 | 88 | |
| Fort Collins..... | 3 | 6,832.72 | 1,800.00 | 300.00 | 387.50 | 8.32 | | 2,495.82 | 4,336.90 | 37 | |
| Georgetown..... | 3 | 2,963.75 | 1,500.00 | 200.00 | 327.25 | 4.80 | | 2,132.05 | 851.70 | 71 | |
| Glenwood Springs..... | 3 | 4,440.15 | 1,700.00 | | 855.50 | 8.88 | | 2,054.38 | 2,375.77 | 46 | |
| Golden..... | 3 | 3,510.04 | 1,900.00 | | 296.35 | 6.64 | | 1,802.99 | 1,607.09 | 54 | |
| Grand Junction..... | 3 | 6,146.63 | 1,700.00 | | 264.21 | 4.72 | | 2,868.76 | 3,877.77 | 37 | |
| Greely..... | 2 | 10,747.69 | 2,200.00 | 1,400.00 | 678.66 | 101.92 | 1,793.06 | 5,133.64 | 4,613.95 | 57 | |
| Gunnison..... | 3 | 3,078.38 | 1,400.00 | 600.00 | 231.21 | 1.92 | | 2,236.13 | 842.25 | 73 | |
| Higlands..... | 3 | 2,992.18 | 1,400.00 | | 116.00 | 14.00 | | 1,430.00 | 1,562.18 | 48 | |
| Idaho Springs..... | 3 | 4,141.70 | 1,600.00 | 125.00 | 816.00 | 6.84 | | 2,046.84 | 2,094.86 | 49 | |

| | 8 | 9 | 4,250.62 | 1,600.00 | 200.00 | 314.25 | 2,116.87 | 2,134.05 | 50 |
|---------------------|---|---|------------|-----------|-----------|-----------|------------|------------|----|
| La Junta..... | 3 | 2 | 2,041.62 | 1,300.00 | 300.00 | 167.50 | 1,768.14 | 2,273.48 | 87 |
| Lake City..... | 3 | 2 | 17,833.16 | 2,600.00 | 5,475.00 | 381.38 | 11,720.19 | 6,112.97 | 66 |
| Leadville..... | 3 | 2 | 4,596.05 | 1,700.00 | 100.00 | 358.00 | 2,162.64 | 2,433.41 | 47 |
| Longmont..... | 3 | 2 | 2,623.64 | 1,300.00 | 240.70 | 240.70 | 1,542.22 | 1,081.42 | 59 |
| Leadville..... | 3 | 2 | 4,028.21 | 1,700.00 | 1,000.00 | 345.25 | 3,053.65 | 1,974.56 | 76 |
| Monte Vista..... | 3 | 2 | 3,640.74 | 1,500.00 | 100.00 | 284.00 | 1,896.72 | 1,654.02 | 53 |
| Montrose..... | 3 | 2 | 3,574.83 | 1,600.00 | 300.00 | 316.00 | 2,217.44 | 1,357.39 | 62 |
| New Castle..... | 3 | 2 | 882.54 | 550.00 | 300.00 | 48.99 | 599.15 | 1,253.30 | 68 |
| Oray..... | 3 | 2 | 4,326.17 | 1,900.00 | 400.00 | 299.83 | 2,602.31 | 1,723.80 | 60 |
| Public..... | 3 | 2 | 36,962.47 | 3,100.00 | 7,400.00 | 959.67 | 24,064.62 | 12,897.85 | 65 |
| Rico..... | 3 | 2 | 3,472.22 | 1,700.00 | ..... | 331.10 | 2,033.43 | 1,398.80 | 59 |
| Rocky Ford..... | 3 | 2 | 6,206.79 | 1,500.00 | 700.00 | 559.95 | 2,996.19 | 8,240.60 | 48 |
| Salida..... | 3 | 2 | 3,323.15 | 1,500.00 | 299.46 | 173.50 | 1,974.08 | 1,349.07 | 58 |
| Stevenson..... | 3 | 2 | 2,068.64 | 1,300.00 | ..... | 239.50 | 1,540.54 | 1,528.10 | 74 |
| Stirling..... | 3 | 2 | 3,992.14 | 1,700.00 | ..... | 298.00 | 2,000.88 | 1,801.26 | 51 |
| Telluride..... | 3 | 2 | 10,884.80 | 2,300.00 | 2,000.00 | 490.00 | 8,718.97 | 2,183.83 | 80 |
| Trinidad..... | 3 | 2 | 1,941.37 | 1,100.00 | 125.00 | 188.00 | 3,518.97 | 527.83 | 73 |
| Walsenburg..... | 3 | 2 | 540,785.74 | 75,825.00 | 82,521.72 | 16,053.69 | 2,704.78 | 280,849.61 | 52 |
| Total..... | | | | | | | 279,836.13 | | |
| CONNECTICUT. | | | | | | | | | |
| Ansonia..... | 2 | 3 | 12,641.31 | 2,300.00 | 1,674.17 | 1,020.00 | 61.71 | 9,443.74 | 75 |
| Bethel..... | 3 | 2 | 3,389.06 | 1,400.00 | ..... | 219.55 | 1,638.79 | 3,192.57 | 48 |
| Birmingham..... | 3 | 2 | 14,410.85 | 2,400.00 | 1,943.98 | 1,160.00 | 69.69 | 1,759.27 | 69 |
| Bridgeport..... | 3 | 2 | 3,620.43 | 1,500.00 | ..... | 225.00 | 4,355.69 | 4,491.49 | 48 |
| Bristol..... | 2 | 3 | 83,445.10 | 3,300.00 | 13,102.00 | 461.39 | 889.57 | 1,879.75 | 46 |
| Canaan..... | 2 | 3 | 11,344.28 | 2,300.00 | 1,400.00 | 72.75 | 21,146.98 | 45,206.55 | 37 |
| Clinton..... | 3 | 2 | 1,773.78 | 825.00 | 72.75 | 78.86 | 981.17 | 7,140.67 | 55 |
| Clintonville..... | 3 | 2 | 2,341.59 | 1,100.00 | ..... | 121.00 | 1,231.72 | 1,109.87 | 53 |
| Cochester..... | 3 | 2 | 3,027.00 | 1,600.00 | 300.00 | 306.85 | 2,208.21 | 818.79 | 73 |
| Collinsville..... | 2 | 3 | 12,000.21 | 2,400.00 | 800.00 | 225.50 | 8,436.94 | 9,563.27 | 29 |
| Danbury..... | 2 | 3 | 3,173.00 | 1,400.00 | ..... | 120.00 | 1,528.80 | 1,644.20 | 48 |
| Danielsonville..... | 2 | 3 | 21,818.40 | 2,600.00 | 3,000.00 | 1,400.00 | 13,909.46 | 7,848.94 | 64 |
| Deep River..... | 3 | 2 | 6,233.58 | 1,800.00 | 300.00 | 308.00 | 2,428.32 | 3,805.26 | 39 |
| East Haddam..... | 3 | 2 | 2,050.26 | 1,100.00 | ..... | 202.50 | 1,611.22 | 2,122.51 | 43 |
| East Hampton..... | 3 | 2 | 2,618.62 | 1,100.00 | 100.00 | 87.69 | 1,290.09 | 760.17 | 63 |
| Easton..... | 3 | 2 | 3,174.17 | 1,400.00 | ..... | 104.52 | 1,208.44 | 1,410.18 | 46 |
| Essex..... | 3 | 2 | 1,987.16 | 1,500.00 | ..... | 182.25 | 1,537.37 | 1,636.80 | 48 |
| Glastonburg..... | 3 | 2 | 8,524.89 | 2,300.00 | 650.00 | 360.00 | 1,684.33 | 3,023.83 | 85 |
| Greenwich..... | 3 | 2 | 3,278.97 | 1,400.00 | ..... | 149.70 | 3,346.96 | 6,177.93 | 39 |
| Gunford..... | 3 | 2 | 2,112.97 | 1,000.00 | 29,555.88 | 146.00 | 63,562.97 | 137,550.00 | 31 |
| Hartford..... | 1 | 3 | 2,626.74 | 1,100.00 | 100.00 | 146.00 | 1,355.92 | 1,270.82 | 52 |
| Jewett City..... | 3 | 2 | 1,951.60 | 825.00 | ..... | 82.50 | 910.22 | 1,041.38 | 47 |
| Lakeville..... | 3 | 2 | 4,641.78 | 1,600.00 | ..... | 319.25 | 1,934.45 | 2,707.33 | 42 |
| Litchfield..... | 3 | 2 | 2,957.57 | 1,600.00 | ..... | 205.65 | 1,818.53 | 1,139.04 | 61 |
| Meriden..... | 1 | 3 | 45,357.59 | 3,100.00 | 6,993.20 | 264.01 | 10,881.65 | 21,866.73 | 52 |
| Middletown..... | 2 | 3 | 25,273.94 | 2,700.00 | 3,500.00 | 252.00 | 138.35 | 13,926.28 | 45 |
| Milford..... | 3 | 2 | 4,897.50 | 1,600.00 | ..... | 282.00 | 1,912.16 | 2,965.34 | 39 |

Government building.

Presidential, Oct. 1, 1893.

Government building.

Presidential, Oct. 1, 1893.

Government building.

REPORT OF THE POSTMASTER-GENERAL.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free Delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------------------|
| CONNECTICUT—cont'd. | | | | | | | | | | | |
| Montrose | 3 | \$2,299.45 | \$1,300.00 | | \$45.90 | \$1.36 | | \$1,347.26 | \$952.19 | 59 | |
| Moodus | 2 | 23,248.71 | 2,900.00 | \$1,200.00 | 94.74 | 11.42 | | 4,206.16 | 19,042.55 | 18 | |
| Mytic | 3 | 4,342.53 | 1,600.00 | 100.00 | 255.45 | 18.56 | | 1,974.01 | 2,368.52 | 45 | |
| Naugatuck | 2 | 7,916.11 | 2,000.00 | 699.99 | 117.00 | 23.30 | | 3,133.29 | 4,782.82 | 40 | |
| New Britain | 2 | 28,134.77 | 7,800.00 | 3,548.00 | 1,410.00 | 175.36 | \$4,988.60 | 14,686.96 | 13,447.81 | 52 | |
| New Canaan | 3 | 3,505.93 | 1,400.00 | | 256.25 | 10.96 | 200.00 | 1,897.21 | 1,638.72 | 53 | |
| New Hartford | 3 | 2,640.20 | 1,300.00 | 100.00 | 208.61 | 5.52 | | 1,614.13 | 1,026.07 | 61 | |
| New Haven | 1 | 194,737.58 | 3,500.00 | 29,458.41 | | 1,612.75 | 43,852.13 | 78,423.29 | 116,314.29 | 40 | |
| New London | 2 | 28,409.50 | 2,700.00 | 4,000.00 | 2,500.00 | 220.48 | 5,452.34 | 14,872.82 | 13,536.68 | 52 | Government building. |
| New Milford | 3 | 7,121.14 | 1,800.00 | 250.00 | 345.25 | 17.76 | | 2,413.01 | 4,708.13 | 34 | |
| Niantic | 3 | 2,111.91 | 1,100.00 | 200.00 | 196.50 | 13.52 | | 1,510.02 | 601.89 | 71 | |
| Norfolk | 3 | 5,692.89 | 1,500.00 | 300.00 | 108.57 | 10.00 | | 1,318.57 | 1,370.16 | 49 | |
| Northford | 3 | 4,145.73 | 1,500.00 | 100.00 | 180.00 | 2.48 | | 2,030.00 | 3,632.89 | 36 | |
| North Haven | 3 | 11,307.66 | 2,300.00 | 1,300.00 | 652.47 | 78.17 | 3,502.06 | 1,782.48 | 2,363.25 | 43 | |
| Norwalk | 2 | 33,533.98 | 2,800.00 | 4,190.00 | 2,189.99 | 364.38 | 9,076.31 | 7,852.70 | 3,474.38 | 69 | |
| Plainville | 3 | 2,987.92 | 1,400.00 | | 179.02 | 11.36 | | 18,626.68 | 14,907.30 | 56 | |
| Plainville | 3 | 2,024.11 | 1,100.00 | | 171.35 | 5.20 | | 1,590.38 | 1,397.54 | 53 | |
| Portland | 3 | 3,692.72 | 1,500.00 | | 293.50 | 12.88 | | 1,276.55 | 1,751.56 | 63 | |
| Putnam | 3 | 7,856.41 | 1,900.00 | 400.00 | 360.00 | 34.40 | | 1,896.34 | 1,796.34 | 50 | |
| Rockville | 3 | 9,692.42 | 2,200.00 | 1,400.00 | 600.00 | 28.64 | | 2,694.40 | 5,162.01 | 34 | |
| Saybrook | 3 | 4,094.05 | 1,600.00 | 100.00 | 327.25 | 15.04 | | 4,226.64 | 5,463.78 | 44 | |
| Southampton | 3 | 4,762.89 | 1,600.00 | | 209.40 | 11.78 | | 2,042.29 | 2,051.79 | 50 | |
| South Norwalk | 3 | 5,149.22 | 1,700.00 | | 247.50 | 15.44 | | 1,821.16 | 2,941.73 | 38 | |
| South Manchester | 3 | 12,701.12 | 2,400.00 | 1,700.00 | 578.78 | 72.40 | 3,504.22 | 8,282.94 | 3,086.28 | 40 | |
| Southport | 3 | 3,907.37 | 1,300.00 | 200.00 | 245.00 | 8.90 | | 2,082.54 | 4,445.58 | 65 | |
| Stafford Springs | 3 | 2,012.27 | 700.00 | 3,850.00 | 1,800.00 | 317.13 | 6,361.86 | 2,154.40 | 1,892.57 | 57 | |
| Stamford | 3 | 3,359.92 | 1,400.00 | | 175.18 | 13.20 | | 1,588.38 | 13,983.38 | 52 | |
| Stonington | 3 | 2,972.96 | 1,300.00 | | 203.25 | 14.68 | | 1,418.13 | 1,771.54 | 47 | |
| Stratford | 3 | 1,956.13 | 1,000.00 | | 200.00 | 6.72 | | 1,508.72 | 1,496.27 | 55 | |
| Sufield | 3 | 3,730.94 | 1,500.00 | | 149.67 | 3.28 | | 1,152.92 | 1,806.16 | 51 | |
| Terryville | 3 | 4,064.56 | 1,600.00 | 200.00 | 284.00 | 6.73 | | 1,892.72 | 1,738.22 | 53 | |
| Thompsonville | 3 | 11,133.38 | 2,200.00 | 1,375.00 | 600.00 | 32.72 | | 1,890.90 | 2,203.46 | 46 | |
| Torrington | 2 | 3,081.55 | 1,400.00 | | 230.00 | 6.04 | | 4,207.72 | 6,925.06 | 38 | |
| Unionville | 3 | 9,398.84 | 2,100.00 | 1,100.00 | 600.00 | 23.12 | | 1,636.64 | 1,444.91 | 53 | |
| Wallington | 2 | 53,895.39 | 3,100.00 | 7,876.37 | 3,065.00 | 284.90 | 11,560.89 | 25,913.16 | 27,982.23 | 41 | |
| Waterbury | 1 | 2,120.20 | 1,100.00 | 156.00 | 111.00 | 6.92 | | 1,366.92 | 2,142.72 | 64 | |
| West Haven | 3 | 3,945.56 | 1,500.00 | | 278.00 | 24.24 | | 1,802.84 | 2,142.72 | 64 | |
| Westport | 3 | 3,514.37 | 1,400.00 | 100.00 | 159.66 | 10.34 | | 1,609.89 | 1,844.48 | 48 | |

| | | | | | | | | | | |
|-----------------------|---|--------------|------------|------------|-----------|-----------|------------|------------|------------|----|
| West Winsted..... | 3 | 6,007.70 | 1,800.00 | 200.00 | 186.00 | 15.53 | 3,502.94 | 2,201.52 | 3,800.18 | 37 |
| Williamette..... | 2 | 12,926.06 | 2,300.00 | 2,000.00 | 800.00 | 65.04 | ..... | 8,607.98 | 4,261.08 | 07 |
| Windsor..... | 3 | 2,454.22 | 1,200.00 | ..... | 278.00 | 10.48 | ..... | 1,388.48 | 1,064.74 | 57 |
| Windsor Locks..... | 3 | 3,508.96 | 1,500.00 | ..... | 133.00 | 13.36 | ..... | 1,752.20 | 1,757.70 | 50 |
| Winsted..... | 2 | 7,934.01 | 2,000.00 | 1,100.00 | 308.85 | 20.96 | ..... | 3,489.81 | 4,444.20 | 44 |
| Total..... | | 1,082,327.18 | 133,550.00 | 130,705.75 | 32,553.05 | 6,776.48 | 175,585.51 | 479,170.79 | 603,156.39 | 44 |
| DELAWARE. | | | | | | | | | | |
| Dover..... | 3 | 6,847.03 | 1,900.00 | 325.00 | ..... | 22.24 | ..... | 2,247.24 | 4,599.79 | 33 |
| Georgetown..... | 3 | 2,478.60 | 1,100.00 | ..... | 160.00 | 3.36 | ..... | 1,263.36 | 1,215.24 | 51 |
| Laurel..... | 3 | 2,165.35 | 1,100.00 | 160.00 | 157.50 | 3.44 | ..... | 1,410.94 | 794.41 | 08 |
| Lewes..... | 3 | 2,217.13 | 1,100.00 | ..... | 187.84 | 3.52 | ..... | 1,291.36 | 925.77 | 58 |
| Middletown..... | 3 | 3,475.59 | 1,500.00 | 200.00 | 352.50 | 6.80 | ..... | 1,839.30 | 1,616.29 | 53 |
| Milford..... | 3 | 3,862.90 | 1,400.00 | ..... | 274.00 | 9.20 | ..... | 1,783.20 | 2,079.70 | 46 |
| Newark..... | 3 | 3,888.77 | 1,400.00 | 200.00 | 114.19 | 6.48 | 170.20 | 1,890.87 | 1,997.90 | 49 |
| New Castle..... | 3 | 2,570.74 | 1,300.00 | ..... | 78.83 | 5.52 | ..... | 1,384.35 | 1,186.89 | 54 |
| Seaford..... | 3 | 3,184.21 | 1,300.00 | ..... | 108.59 | 3.52 | ..... | 1,412.11 | 1,772.10 | 44 |
| SmYrna..... | 3 | 3,494.48 | 1,500.00 | ..... | 193.09 | 4.64 | ..... | 1,697.73 | 1,796.75 | 49 |
| Wilmington..... | 1 | 73,670.89 | 3,200.00 | 11,520.00 | ..... | 529.20 | 25,397.47 | 40,646.67 | 33,024.22 | 55 |
| Total..... | | 107,855.69 | 16,800.00 | 12,305.00 | 1,526.54 | 597.92 | 25,567.67 | 56,887.13 | 50,968.56 | 53 |
| DISTRICT OF COLUMBIA. | | | | | | | | | | |
| Washington..... | 1 | 555,492.36 | 5,000.00 | 283,217.49 | 80,600.21 | 12,676.40 | 162,624.69 | 444,018.79 | 111,473.57 | 80 |
| FLORIDA. | | | | | | | | | | |
| Apalachicola..... | 3 | 2,393.37 | 1,200.00 | ..... | 155.00 | 1.84 | ..... | 1,356.84 | 1,012.53 | 57 |
| Barton..... | 3 | 5,020.42 | 1,600.00 | 366.99 | 324.88 | 12.80 | ..... | 2,337.67 | 2,682.75 | 47 |
| Daytona..... | 3 | 2,648.87 | 1,200.00 | ..... | 137.35 | 2.64 | ..... | 1,339.99 | 1,308.88 | 51 |
| De Land..... | 3 | 5,510.39 | 1,700.00 | ..... | 264.50 | 2.88 | ..... | 1,967.38 | 3,543.01 | 36 |
| Eustis..... | 3 | 2,366.92 | 1,100.00 | ..... | 97.39 | 2.56 | ..... | 1,199.95 | 1,106.97 | 51 |
| Fernandina..... | 3 | 4,146.56 | 1,000.00 | 200.00 | 236.00 | 7.68 | ..... | 2,043.68 | 2,102.88 | 49 |
| Gainesville..... | 3 | 7,231.74 | 1,800.00 | 425.00 | 389.90 | 24.16 | ..... | 2,630.12 | 4,592.62 | 36 |
| Jacksonville..... | 3 | 69,156.40 | 3,200.00 | 11,908.44 | 788.50 | 788.50 | 10,179.32 | 28,826.41 | 40,339.99 | 42 |
| Key West..... | 1 | 10,806.14 | 2,200.00 | 2,000.00 | 208.00 | 238.23 | ..... | 4,538.23 | 6,267.91 | 42 |
| Kissimmee..... | 3 | 2,531.52 | 1,200.00 | 200.00 | 307.00 | 3.60 | ..... | 1,611.60 | 919.02 | 64 |
| Lake City..... | 3 | 4,747.87 | 1,500.00 | 200.00 | 106.30 | 6.24 | ..... | 2,013.24 | 571.16 | 73 |
| Leesburg..... | 3 | 4,747.87 | 1,500.00 | 129.89 | 106.30 | 7.68 | ..... | 1,963.87 | 2,844.00 | 40 |
| Monticello..... | 3 | 1,636.48 | 825.00 | ..... | 79.50 | 2.84 | ..... | 1,897.74 | 738.74 | 55 |
| Ocala..... | 3 | 12,129.91 | 2,300.00 | 1,350.00 | 450.00 | 39.44 | ..... | 4,139.44 | 7,990.47 | 34 |
| Orlando..... | 2 | 9,496.72 | 2,100.00 | 1,400.00 | 500.00 | 23.97 | ..... | 4,022.97 | 5,473.75 | 24 |
| Palatka..... | 2 | 10,965.56 | 2,500.00 | 500.00 | 300.00 | 22.48 | ..... | 2,882.48 | 4,959.04 | 37 |
| Pensacola..... | 2 | 16,965.56 | 2,500.00 | 2,499.98 | ..... | 5.18 | 4,226.15 | 9,234.31 | 7,431.25 | 55 |
| Quincy..... | 3 | 2,328.64 | 1,200.00 | 150.00 | 150.50 | 3.05 | ..... | 1,503.80 | 7,431.25 | 08 |
| St. Augustine..... | 2 | 12,316.40 | 2,300.00 | 2,535.32 | 300.00 | 47.40 | ..... | 4,882.72 | 7,431.25 | 39 |
| Sanford..... | 3 | 7,839.26 | 1,900.00 | 450.00 | ..... | 21.64 | ..... | 2,731.04 | 5,198.22 | 85 |
| Tallahassee..... | 3 | 6,658.10 | 1,800.00 | 400.00 | 268.72 | 11.92 | ..... | 2,480.64 | 4,177.55 | 87 |

Government building.

Do.

Government building.

Presidential, Oct. 1, 1893.

Government building.

Do.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent light and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------------|--------|-----------------|------------|-------------|----------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------------------|
| FLORIDA—continued. | | | | | | | | | | | |
| Tampa | 2 | \$15,167.72 | \$2,400.00 | \$2,267.03 | \$350.00 | \$23.80 | ..... | \$5,045.83 | \$10,121.89 | 33 | |
| Titusville | 3 | 4,474.08 | 1,500.00 | 194.98 | 290.66 | 6.80 | ..... | 1,997.44 | 2,476.64 | 45 | |
| Total | | 215,675.08 | 40,823.00 | 27,215.63 | 7,836.91 | 1,310.44 | \$14,403.47 | 91,596.45 | 124,078.63 | | |
| GEORGIA. | | | | | | | | | | | |
| Albany | 3 | 7,697.90 | 1,900.00 | 500.00 | 299.65 | 22.72 | ..... | 2,722.37 | 4,975.53 | 35 | |
| Americus | 2 | 9,923.36 | 2,100.00 | 1,300.00 | 600.00 | 66.95 | 3,490.46 | 7,557.41 | 2,365.95 | 76 | |
| Athens | 2 | 1,559.80 | 2,300.00 | 1,800.00 | 640.00 | 100.42 | 2,471.06 | 7,211.48 | 4,348.32 | 62 | |
| Atlanta | 1 | 201,649.92 | 8,600.00 | 32,947.72 | ..... | 1,358.65 | 85,285.34 | 73,191.71 | 128,458.21 | 36 | Government building. |
| Augusta | 1 | 49,175.21 | 3,100.00 | 8,300.43 | ..... | 387.75 | 16,217.18 | 23,015.36 | 21,150.85 | 57 | Do. |
| Bainbridge | 3 | 3,508.23 | 1,500.00 | 300.00 | 178.80 | 6.50 | ..... | 1,985.30 | 1,522.93 | 57 | |
| Barnesville | 3 | 3,283.01 | 1,300.00 | 225.00 | 156.40 | 8.00 | ..... | 1,680.40 | 1,593.61 | 51 | |
| Brunswick | 2 | 10,838.82 | 2,400.00 | 1,700.00 | 725.05 | 40.36 | 4,389.43 | 9,263.84 | 1,574.98 | 85 | |
| Carrollton | 3 | 2,511.16 | 1,200.00 | 250.00 | 150.25 | 3.92 | ..... | 1,604.17 | 906.99 | 64 | |
| Cartersville | 3 | 8,930.36 | 1,500.00 | 325.00 | 239.89 | 13.04 | ..... | 2,077.93 | 1,852.43 | 53 | |
| Cedartown | 3 | 2,578.49 | 1,200.00 | 88.24 | 195.42 | 7.76 | ..... | 1,498.42 | 1,093.07 | 58 | |
| Columbus | 2 | 26,116.39 | 2,700.00 | 3,858.43 | 1,400.00 | 191.88 | 7,138.58 | 15,298.89 | 10,827.50 | 59 | |
| Cordelle | 3 | 2,631.69 | 1,300.00 | ..... | 197.80 | 5.44 | ..... | 1,503.24 | 1,128.45 | 57 | |
| Covington | 3 | 2,440.53 | 1,100.00 | 130.00 | 179.50 | 4.64 | ..... | 1,284.14 | 1,156.39 | 53 | |
| Cuthbert | 3 | 3,088.75 | 1,200.00 | 280.00 | 185.00 | 6.00 | ..... | 1,524.00 | 1,564.75 | 49 | |
| Dalton | 3 | 4,924.59 | 1,600.00 | 290.00 | 335.00 | 11.84 | ..... | 2,146.84 | 2,777.75 | 44 | |
| Dawson | 3 | 2,808.66 | 1,000.00 | 150.00 | 124.50 | 8.80 | ..... | 1,275.30 | 734.36 | 63 | |
| Dawson | 3 | 2,840.33 | 1,300.00 | 207.50 | 207.50 | 7.28 | ..... | 1,514.78 | 1,325.55 | 53 | |
| Elberton | 3 | 3,079.27 | 1,200.00 | 200.00 | 207.50 | 4.08 | ..... | 1,611.58 | 1,467.69 | 52 | |
| Forsyth | 3 | 2,228.01 | 1,100.00 | 60.00 | 165.50 | 6.16 | ..... | 1,331.66 | 894.35 | 60 | |
| Fort Valley | 3 | 2,674.67 | 1,200.00 | 100.00 | 188.50 | 6.08 | ..... | 1,494.58 | 1,180.09 | 56 | |
| Gainesville | 3 | 5,502.64 | 1,700.00 | 513.18 | 353.50 | 20.24 | ..... | 2,586.92 | 2,915.72 | 47 | |
| Griffin | 3 | 6,082.54 | 1,800.00 | 350.00 | 374.49 | 27.63 | ..... | 2,532.17 | 3,550.37 | 42 | |
| Hawkinsville | 3 | 2,842.87 | 1,400.00 | 200.00 | 146.27 | 5.38 | ..... | 1,751.63 | 1,092.24 | 62 | |
| La Grange | 3 | 3,630.90 | 1,700.00 | 250.00 | 279.22 | 16.80 | ..... | 2,246.02 | 1,384.87 | 62 | |
| Macon | 1 | 63,028.52 | 3,100.00 | 9,105.50 | 312.10 | 312.10 | 14,784.92 | 27,392.52 | 24,724.00 | 52 | |
| Madison | 3 | 3,129.67 | 1,400.00 | 150.00 | 253.75 | 8.40 | ..... | 1,817.55 | 1,312.12 | 58 | |
| Marion | 2 | 7,594.23 | 1,900.00 | 400.01 | 309.50 | 28.98 | ..... | 2,728.39 | 4,865.84 | 36 | |
| Milledgeville | 2 | 5,045.98 | 1,600.00 | 150.00 | 281.50 | 13.78 | ..... | 2,045.28 | 3,000.70 | 41 | |
| Newnan | 3 | 4,820.65 | 1,600.00 | 166.58 | 233.80 | 12.44 | ..... | 2,013.80 | 2,812.78 | 42 | |
| Quitman | 3 | 2,752.22 | 1,200.00 | 225.00 | 177.00 | 6.24 | ..... | 1,608.24 | 1,143.98 | 58 | |
| Rome | 2 | 14,323.47 | 2,400.00 | 2,300.00 | 676.00 | 62.03 | 4,316.79 | 9,734.00 | 4,589.47 | 68 | |
| Sandersville | 3 | 2,313.23 | 1,200.00 | ..... | 202.15 | 4.00 | ..... | 1,406.15 | 907.08 | 61 | |
| Savannah | 1 | 96,866.53 | 3,300.00 | 15,060.00 | 3,486.00 | 507.37 | 71,801.56 | 39,862.82 | 53,522.71 | 43 | |

Government building.
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Mail bags, 50 cents.

Government building.

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No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clark hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| ILLINOIS—continued. | | | | | | | | | | | |
| Bridgwood..... | 3 | \$2,903.15 | \$1,100.00 | ..... | \$119.20 | \$2.56 | ..... | \$1,221.76 | \$1,381.39 | 47 | Presidential, Jan. 1, 1894. |
| Brookline Park..... | 3 | 2,978.79 | 1,500.00 | ..... | 72.70 | 4.72 | ..... | 1,577.42 | 301.37 | 66 | |
| Bunker Hill..... | 3 | 2,930.72 | 1,300.00 | ..... | 118.35 | 2.04 | ..... | 1,521.31 | 1,399.41 | 52 | |
| Bushnell..... | 3 | 7,121.52 | 1,300.00 | \$109.92 | 333.74 | 3.28 | ..... | 2,439.02 | 4,682.50 | 34 | |
| Caro..... | 2 | 23,068.35 | 2,600.00 | 3,665.46 | ..... | 58.48 | \$5,497.30 | 11,631.26 | 11,218.09 | 51 | Government building. |
| Cambridge..... | 3 | 3,110.72 | 1,300.00 | 100.00 | 169.30 | .80 | ..... | 1,570.10 | 1,540.62 | 50 | |
| Camp Point..... | 3 | 1,003.68 | 500.00 | ..... | 82.75 | 1.12 | ..... | 583.87 | 4,479.81 | 55 | Presidential, Jan. 1, 1894. |
| Canton..... | 2 | 11,807.45 | 2,300.00 | 1,700.00 | 586.60 | 35.32 | 2,417.84 | 7,049.96 | 4,757.49 | 60 | |
| Carbondale..... | 3 | 6,184.28 | 1,000.00 | 225.00 | 254.65 | 11.60 | ..... | 2,691.25 | 3,083.03 | 40 | |
| Carlinville..... | 3 | 6,862.95 | 1,700.00 | 100.00 | 358.21 | 6.00 | ..... | 2,164.21 | 3,698.74 | 37 | |
| Carlyle..... | 3 | 2,387.79 | 1,200.00 | ..... | 71.31 | 2.32 | ..... | 1,273.63 | 1,114.16 | 53 | |
| Carmi..... | 3 | 4,721.51 | 1,700.00 | 200.00 | 342.50 | 8.00 | ..... | 2,250.50 | 2,471.03 | 48 | |
| Carrollton..... | 3 | 4,278.49 | 1,600.00 | 300.00 | 322.60 | 9.84 | ..... | 2,232.44 | 2,046.05 | 52 | |
| Carrollton..... | 3 | 4,424.68 | 1,600.00 | 250.00 | 271.70 | 3.84 | ..... | 2,125.54 | 2,296.14 | 48 | |
| Casey..... | 3 | 1,030.60 | 550.00 | 68.76 | 98.00 | .96 | ..... | 715.72 | 314.88 | 69 | Do. |
| Centralia..... | 3 | 7,056.27 | 1,900.00 | 350.00 | 334.00 | 11.28 | ..... | 2,595.28 | 4,460.99 | 37 | |
| Central Park..... | 3 | 2,927.96 | 1,100.00 | ..... | 161.50 | 0.12 | ..... | 1,270.62 | 1,687.34 | 43 | |
| Champaign..... | 2 | 16,536.53 | 2,500.00 | 1,900.00 | 678.28 | 1.22 | 2,852.53 | 7,832.01 | 8,704.52 | 47 | |
| Charleston..... | 3 | 10,616.25 | 1,900.00 | 400.00 | 400.00 | 11.12 | ..... | 2,711.12 | 7,905.13 | 26 | |
| Chattaworth..... | 3 | 2,130.87 | 1,000.00 | 76.00 | 152.53 | 1.20 | ..... | 1,229.73 | 901.16 | 58 | |
| Chenoa..... | 3 | 2,863.86 | 1,300.00 | ..... | 245.00 | 1.84 | ..... | 1,546.84 | 1,314.02 | 54 | |
| Chester..... | 3 | 3,596.91 | 1,500.00 | 300.00 | 205.00 | 6.32 | ..... | 2,036.32 | 1,560.54 | 57 | |
| Chicago..... | 1 | 4,449,898.63 | 6,000.00 | 802,627.66 | 28,279.66 | 26,088.41 | 830,427.24 | 1,784,421.00 | 2,655,477.63 | 40 | Government building. |
| Chicago Heights..... | 3 | 632.36 | 300.00 | ..... | 6.00 | .48 | ..... | 306.48 | 325.88 | 48 | Presidential, Apr. 1, 1894. |
| Chillicothe..... | 3 | 3,271.65 | 1,400.00 | ..... | 232.19 | 2.95 | ..... | 1,635.15 | 1,636.50 | 50 | |
| Clayton..... | 3 | 1,936.83 | 1,000.00 | 200.00 | 166.80 | 1.44 | ..... | 1,368.24 | 598.09 | 71 | |
| Clinton..... | 3 | 5,055.16 | 1,700.00 | 250.00 | 330.70 | 9.68 | ..... | 2,290.38 | 3,364.78 | 41 | |
| Coblen..... | 3 | 2,389.49 | 1,200.00 | ..... | 150.88 | 1.28 | ..... | 1,352.16 | 1,037.33 | 57 | |
| Colchester..... | 3 | 2,473.34 | 1,200.00 | ..... | 167.00 | .72 | ..... | 1,367.72 | 1,105.02 | 55 | |
| Collinsville..... | 3 | 2,875.55 | 1,500.00 | ..... | 243.50 | 2.24 | ..... | 1,745.74 | 1,120.81 | 61 | |
| Danville..... | 2 | 21,164.54 | 2,600.00 | 3,300.00 | 700.00 | 790.34 | 5,814.26 | 12,713.60 | 8,450.94 | 60 | |
| Decatur..... | 1 | 41,921.92 | 3,000.00 | 5,866.72 | 831.39 | 185.61 | 8,204.28 | 18,037.90 | 23,884.02 | 43 | |
| DeKalb..... | 3 | 10,301.49 | 1,900.00 | 3,900.00 | 235.00 | 9.12 | ..... | 2,444.12 | 7,857.37 | 24 | |
| DeLavan..... | 3 | 4,068.17 | 1,500.00 | ..... | 284.00 | 2.80 | ..... | 1,755.80 | 2,251.37 | 44 | |
| Dixon..... | 2 | 15,000.27 | 2,400.00 | 1,850.00 | 700.00 | 45.94 | 3,335.48 | 8,331.42 | 6,668.85 | 56 | |
| Dowers Grove..... | 2 | 2,502.68 | 1,200.00 | ..... | 204.77 | .80 | ..... | 1,407.57 | 1,093.11 | 45 | |
| Dundee..... | 3 | 3,208.90 | 1,200.00 | ..... | 226.25 | 2.08 | ..... | 1,428.33 | 1,780.66 | 45 | |
| Duquoin..... | 3 | 5,417.60 | 1,700.00 | 249.00 | 244.88 | 5.78 | ..... | 2,200.83 | 3,217.23 | 41 | |
| Dwight..... | 2 | 6,778.26 | 2,300.00 | 1,100.00 | 380.00 | 12.82 | ..... | 2,792.82 | 2,985.94 | 56 | |
| Earville..... | 2 | 2,721.38 | 1,200.00 | ..... | 204.67 | 1.76 | ..... | 1,406.43 | 1,314.95 | 52 | |
| East St. Louis..... | 2 | 13,938.11 | 2,400.00 | 1,800.00 | 374.50 | 68.04 | 5,324.07 | 9,567.60 | 4,371.61 | 69 | |

| | | | | | | | | | | |
|---------------------|---|-----------|----------|----------|----------|--------|-----------|-----------|-----------|----|
| Edwardville..... | 3 | 4,811.60 | 1,600.00 | 224.46 | 321.63 | 4.96 | ..... | 2,151.05 | 2,600.55 | 45 |
| Effingham..... | 3 | 5,413.42 | 1,700.00 | 300.00 | 167.86 | 10.72 | ..... | 2,178.88 | 3,234.64 | 40 |
| Egin..... | 1 | 47,247.99 | 3,100.00 | 5,708.03 | 1,665.99 | 110.45 | 9,806.51 | 20,451.38 | 26,796.21 | 43 |
| Elmhurst..... | 3 | 6,901.73 | 1,700.00 | ..... | 274.15 | 4.40 | ..... | 1,962.55 | 4,919.18 | 29 |
| Elmwood..... | 3 | 2,717.65 | 1,200.00 | ..... | 219.25 | 2.96 | ..... | 1,422.21 | 1,286.44 | 52 |
| El Paso..... | 3 | 3,162.10 | 1,400.00 | 100.00 | 176.91 | 2.10 | ..... | 1,070.07 | 1,483.03 | 53 |
| Englewood..... | 2 | 50,280.71 | 2,800.00 | 4,880.59 | 1,250.00 | 535.04 | 24,187.74 | 33,653.37 | 16,607.34 | 67 |
| Eureka..... | 3 | 3,420.26 | 1,500.00 | ..... | 291.50 | 2.88 | ..... | 1,794.38 | 1,626.24 | 52 |
| Evanson..... | 2 | 27,923.67 | 2,000.00 | 2,320.00 | 1,160.00 | 157.71 | 6,089.76 | 12,537.47 | 15,396.20 | 45 |
| Fairbury..... | 3 | 4,706.39 | 1,600.00 | ..... | 255.80 | 2.96 | ..... | 1,958.76 | 2,847.63 | 39 |
| Fairfield..... | 3 | 4,094.68 | 1,500.00 | 100.00 | 221.25 | 4.88 | ..... | 1,690.72 | 2,268.55 | 45 |
| Farmer City..... | 3 | 3,318.29 | 1,400.00 | ..... | 256.72 | 4.90 | ..... | 1,690.72 | 1,857.57 | 47 |
| Farmington..... | 3 | 2,440.97 | 1,200.00 | ..... | 183.40 | 2.16 | ..... | 1,387.56 | 1,083.41 | 57 |
| Flora..... | 3 | 3,264.68 | 1,400.00 | 100.00 | 182.00 | 4.64 | ..... | 1,686.64 | 1,578.04 | 53 |
| Franklin Grove..... | 3 | 6,167.78 | 1,800.00 | 3,200.00 | 288.00 | 7.72 | ..... | 2,098.72 | 4,079.06 | 34 |
| Freeport..... | 2 | 26,614.23 | 2,700.00 | ..... | 775.00 | 76.32 | 5,496.76 | 12,248.08 | 14,396.15 | 46 |
| Fulton..... | 3 | 7,356.77 | 1,800.00 | 200.00 | 238.25 | 4.88 | ..... | 2,243.13 | 5,113.64 | 30 |
| Galesburg..... | 2 | 8,106.39 | 2,000.00 | 1,200.00 | 1,324.41 | 109.02 | 6,997.06 | 17,595.49 | 4,906.39 | 39 |
| Galva..... | 2 | 41,237.91 | 2,900.00 | 6,175.00 | 337.50 | 5.60 | ..... | 2,343.10 | 23,642.42 | 43 |
| Geneseo..... | 3 | 5,730.70 | 1,700.00 | 300.00 | 410.00 | 8.00 | ..... | 2,518.00 | 3,897.60 | 41 |
| Geneva..... | 3 | 6,637.70 | 1,800.00 | 300.00 | 147.62 | 6.40 | ..... | 1,754.02 | 4,318.70 | 37 |
| Gibson City..... | 3 | 3,674.69 | 1,600.00 | 200.00 | 294.00 | 4.08 | ..... | 1,968.08 | 2,225.57 | 47 |
| Goldsboro..... | 3 | 4,223.65 | 1,500.00 | ..... | 203.34 | 1.12 | ..... | 1,504.46 | 1,141.98 | 57 |
| Grand Crossing..... | 3 | 2,008.12 | 1,000.00 | 175.00 | 144.02 | 3.12 | ..... | 1,322.14 | 685.98 | 66 |
| Grayville..... | 3 | 2,653.54 | 1,200.00 | ..... | 360.00 | 29.60 | ..... | 2,289.60 | 6,341.92 | 27 |
| Greendale..... | 3 | 2,082.71 | 1,100.00 | 125.00 | 140.60 | 3.44 | ..... | 1,307.72 | 754.99 | 63 |
| Greenville..... | 3 | 4,719.41 | 1,700.00 | 150.00 | 258.76 | 5.20 | ..... | 2,113.06 | 2,605.45 | 45 |
| Griggsville..... | 3 | 2,595.53 | 1,200.00 | 52.45 | 201.60 | 1.28 | ..... | 1,455.33 | 1,140.20 | 56 |
| Hamilton..... | 3 | 2,106.02 | 1,100.00 | 75.00 | 192.50 | 1.28 | ..... | 1,263.78 | 812.24 | 61 |
| Hariburg..... | 3 | 2,596.58 | 1,200.00 | ..... | 180.75 | 3.44 | ..... | 1,459.19 | 1,137.39 | 56 |
| Harvey..... | 2 | 4,027.73 | 1,500.00 | 89.70 | 248.85 | 4.72 | ..... | 1,813.57 | 2,784.16 | 40 |
| Havana..... | 3 | 3,347.05 | 1,600.00 | 300.00 | 331.00 | 6.24 | ..... | 3,178.34 | 3,914.12 | 45 |
| Henry..... | 3 | 3,646.62 | 1,500.00 | ..... | 240.50 | 8.76 | ..... | 2,227.24 | 2,330.29 | 49 |
| Hilland..... | 3 | 4,876.10 | 1,600.00 | ..... | 155.85 | 8.00 | ..... | 1,744.26 | 1,602.80 | 52 |
| Highland Park..... | 3 | 2,721.25 | 1,500.00 | ..... | 285.25 | 12.00 | ..... | 1,656.65 | 1,990.17 | 45 |
| Hillbore..... | 3 | 4,167.82 | 1,600.00 | ..... | 65.75 | 3.92 | ..... | 1,563.71 | 2,981.85 | 39 |
| Hinsdale..... | 3 | 5,101.17 | 1,800.00 | 300.00 | 227.75 | 3.02 | ..... | 1,731.67 | 704.54 | 45 |
| Homer..... | 3 | 21,797.33 | 2,800.00 | 2,863.51 | 161.00 | 8.68 | ..... | 1,942.58 | 2,323.24 | 44 |
| Hopkinton..... | 3 | 6,283.96 | 1,800.00 | ..... | 188.00 | 4.72 | ..... | 2,090.72 | 818.17 | 59 |
| Jacksonville..... | 2 | 20,235.51 | 1,800.00 | ..... | 769.72 | 108.77 | 5,206.41 | 11,691.01 | 2,910.45 | 42 |
| Joliet..... | 2 | 13,664.27 | 2,400.00 | 2,714.67 | 300.00 | 8.48 | ..... | 2,468.48 | 10,108.32 | 54 |
| Kankakee..... | 2 | 1,964.97 | 1,000.00 | 1,517.77 | 654.65 | 15.96 | 8,480.41 | 13,096.48 | 0,720.14 | 69 |
| Kansas..... | 3 | 2,455.33 | 1,200.00 | ..... | 182.67 | 1.76 | ..... | 6,798.65 | 4,584.62 | 64 |
| Keithsburg..... | 3 | 2,956.23 | 1,400.00 | 37.50 | 194.80 | 2.64 | ..... | 1,435.04 | 800.54 | 52 |
| Kennington..... | 2 | 9,720.33 | 2,100.00 | 900.00 | 360.00 | 3.52 | ..... | 1,631.52 | 1,920.29 | 58 |
| Kewanee..... | 3 | 1,450.60 | 750.00 | ..... | 75.00 | 8.40 | ..... | 3,368.49 | 6,381.96 | 56 |
| Kimmunity..... | 3 | ..... | ..... | ..... | ..... | 96 | ..... | 8,525.96 | 624.73 | 67 |

Government building.

Presidential, Jan. 1, 1894.

Delinquent, Jan. 1, to May 8, 1894

Presidential, Oct. 1, 1893.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------|
| ILLINOIS—continued. | | | | | | | | | | | |
| Knoxville..... | 3 | \$3,265.41 | \$1,400.00 | ..... | \$149.92 | \$3.28 | ..... | \$1,553.20 | \$1,712.21 | 48 | |
| Lacon..... | 3 | 3,137.40 | 1,400.00 | ..... | 172.00 | 2.72 | ..... | 1,574.72 | 1,562.77 | 50 | |
| La Grange..... | 3 | 4,938.63 | 1,600.00 | ..... | 253.00 | 8.00 | ..... | 1,886.00 | 3,072.63 | 38 | |
| La Harpe..... | 3 | 2,430.33 | 1,100.00 | ..... | 158.00 | 1.12 | ..... | 1,253.62 | 1,166.71 | 52 | |
| Lake Forest..... | 3 | 8,412.42 | 1,900.00 | ..... | 173.37 | 14.32 | ..... | 2,087.69 | 6,324.73 | 25 | |
| Lake Park..... | 3 | 3,472.41 | 1,400.00 | \$100.00 | 228.51 | 1.68 | ..... | 1,728.19 | 1,744.22 | 50 | |
| La Salle..... | 2 | 9,551.60 | 2,200.00 | 1,300.00 | 600.00 | ..... | \$4,136.96 | 6,236.96 | 1,314.64 | 66 | |
| Lebanon..... | 3 | 2,231.51 | 1,100.00 | ..... | 97.80 | ..... | ..... | 1,199.96 | 1,031.55 | 54 | |
| Lebanon..... | 3 | 2,893.57 | 1,500.00 | ..... | 174.00 | 4.64 | ..... | 1,679.64 | 2,213.93 | 54 | |
| Le Roy..... | 3 | 2,677.05 | 1,200.00 | ..... | 212.12 | 2.94 | ..... | 1,421.26 | 1,255.89 | 57 | |
| Lewistown..... | 3 | 3,623.33 | 1,300.00 | 150.00 | 185.87 | 5.20 | ..... | 1,526.87 | 1,777.40 | 52 | |
| Lexington..... | 3 | 2,446.13 | 1,100.00 | 150.00 | 240.75 | ..... | ..... | 1,260.52 | 1,185.61 | 52 | |
| Lincoln..... | 2 | 11,342.02 | 2,300.00 | 1,496.40 | 138.00 | 1.52 | 3,458.04 | 6,106.96 | 2,235.06 | 71 | |
| Litchfield..... | 2 | 7,331.32 | 2,000.00 | ..... | 400.00 | 18.14 | ..... | 3,818.14 | 4,513.18 | 45 | |
| Lockport..... | 3 | 4,680.27 | 1,600.00 | 327.17 | 2.56 | ..... | ..... | 1,923.73 | 2,760.54 | 41 | |
| McLeansboro..... | 3 | 2,965.55 | 1,300.00 | 250.25 | 21.30 | 6.51 | ..... | 1,578.06 | 1,387.49 | 53 | |
| Macomb..... | 3 | 7,743.18 | 1,900.00 | 150.00 | 356.06 | 8.24 | ..... | 2,414.30 | 5,328.88 | 31 | |
| Marion..... | 3 | 2,564.23 | 1,200.00 | 150.00 | 164.60 | 3.28 | ..... | 1,517.88 | 1,046.35 | 59 | |
| Marengo..... | 3 | 4,446.72 | 1,600.00 | ..... | 227.91 | 4.16 | ..... | 1,832.07 | 2,614.65 | 41 | |
| Maroa..... | 3 | 2,118.06 | 1,000.00 | ..... | 148.60 | 8.80 | ..... | 1,149.40 | 968.66 | 54 | |
| Marseilles..... | 3 | 3,688.93 | 1,500.00 | ..... | 160.00 | 4.08 | ..... | 1,664.08 | 2,024.85 | 45 | |
| Marshall..... | 3 | 4,006.73 | 1,500.00 | 300.00 | 286.50 | 4.96 | ..... | 2,691.46 | 1,315.27 | 55 | |
| Mason City..... | 3 | 3,155.72 | 1,500.00 | ..... | 222.49 | 2.16 | ..... | 1,724.65 | 1,431.07 | 55 | |
| Mattoon..... | 2 | 11,925.41 | 2,300.00 | 1,596.99 | 712.27 | 127.71 | 3,453.54 | 8,173.51 | 3,781.90 | 68 | |
| Maywood..... | 2 | 5,745.33 | 2,000.00 | 350.00 | 347.93 | 6.92 | ..... | 2,353.85 | 3,391.48 | 40 | |
| Medina..... | 3 | 6,680.96 | 1,800.00 | 200.00 | 360.00 | 8.88 | ..... | 2,518.88 | 4,162.08 | 38 | |
| Metropolis City..... | 3 | 3,629.59 | 1,500.00 | 200.00 | 98.55 | 5.92 | ..... | 1,904.47 | 1,725.12 | 50 | |
| Milford..... | 3 | 2,196.27 | 1,100.00 | ..... | 120.00 | 72.00 | ..... | 1,292.00 | 907.27 | 59 | |
| Minonk..... | 3 | 3,391.11 | 1,400.00 | 75.00 | 253.89 | 3.28 | ..... | 1,732.17 | 1,658.94 | 51 | |
| Moline..... | 2 | 24,936.85 | 2,800.00 | 3,200.00 | 1,225.00 | 5.90 | 6,359.76 | 13,680.66 | 11,246.19 | 55 | |
| Monmouth..... | 2 | 3,187.74 | 1,400.00 | ..... | 215.00 | 2.64 | ..... | 1,617.64 | 1,570.10 | 51 | |
| Monticello..... | 2 | 12,333.18 | 2,400.00 | 1,400.00 | 500.00 | 23.92 | 3,505.75 | 7,829.67 | 4,503.51 | 63 | |
| Monticello..... | 3 | 4,148.64 | 1,500.00 | 100.00 | 254.65 | 8.84 | ..... | 1,858.49 | 2,290.15 | 45 | |
| Morgan Park..... | 3 | 5,309.69 | 1,600.00 | ..... | 262.50 | 8.00 | ..... | 1,870.50 | 3,439.19 | 35 | |
| Morris..... | 3 | 6,251.59 | 1,800.00 | ..... | 299.50 | 6.40 | ..... | 2,105.90 | 4,145.69 | 34 | |
| Morrison..... | 3 | 5,367.61 | 1,700.00 | 175.00 | 334.75 | 4.00 | ..... | 2,233.75 | 3,133.86 | 42 | |
| Mound City..... | 3 | 2,544.57 | 1,100.00 | ..... | 161.00 | 2.80 | ..... | 1,263.80 | 1,280.77 | 50 | |
| Mount Carmel..... | 3 | 4,426.79 | 1,600.00 | 300.00 | 230.00 | 8.48 | ..... | 1,338.48 | 2,288.31 | 48 | |
| Mount Carroll..... | 3 | 4,439.46 | 1,600.00 | 200.00 | 319.25 | 4.24 | ..... | 2,123.49 | 2,315.97 | 48 | |
| Mount Morris..... | 3 | 8,971.13 | 1,500.00 | ..... | 136.26 | ..... | ..... | 1,630.26 | 2,334.87 | 41 | |

Mail bags, 35 cents.

| | | | | | | | |
|---|------------|----------|----------|--------|-----------|-----------|----|
| 3 | 2,892.42 | 1,300.00 | 170.75 | 2.56 | 1,473.31 | 1,419.11 | 51 |
| 3 | 3,447.91 | 150.00 | 200.00 | 2.50 | 1,832.80 | 1,565.11 | 54 |
| 3 | 6,553.91 | 325.00 | 410.88 | ... | 2,814.88 | 3,709.03 | 43 |
| 3 | 7,784.85 | 200.00 | 167.52 | 9.68 | 2,077.20 | 3,077.65 | 36 |
| 3 | 7,616.29 | 1,000.00 | 316.00 | 7.92 | 2,023.92 | 5,094.37 | 39 |
| 3 | 3,346.48 | 2,500.00 | 264.48 | 2.80 | 1,967.20 | 1,379.20 | 59 |
| 2 | 9,614.36 | 2,100.00 | ... | 4.24 | 3,404.24 | 6,210.12 | 35 |
| 3 | 2,247.04 | 1,100.00 | 122.50 | ... | 1,222.50 | 1,024.54 | 54 |
| 3 | 2,674.70 | 1,300.00 | 51.64 | 1.84 | 1,481.65 | 1,195.06 | 56 |
| 3 | 3,026.93 | 1,400.00 | 233.78 | 2.80 | 1,636.58 | 1,390.35 | 54 |
| 3 | 5,516.37 | 1,000.00 | 300.00 | 9.52 | 2,469.52 | 3,046.85 | 45 |
| 3 | 2,211.07 | 1,000.00 | 167.50 | 1.84 | 1,169.34 | 1,041.73 | 53 |
| 2 | 28,295.84 | 2,900.00 | 836.26 | 92.00 | 11,763.65 | 16,532.23 | 42 |
| 3 | 2,735.71 | 1,300.00 | 230.00 | 1.64 | 1,531.08 | 1,204.03 | 56 |
| 3 | 6,537.97 | 1,300.00 | 357.00 | 10.88 | 2,355.38 | 4,182.59 | 36 |
| 3 | 2,839.63 | 1,300.00 | 209.38 | 1.60 | 1,510.96 | 1,428.67 | 51 |
| 3 | 3,565.58 | 1,300.00 | 298.73 | 2.08 | 1,978.31 | 1,587.27 | 55 |
| 2 | 16,674.97 | 2,500.00 | 767.74 | 71.48 | 5,096.99 | 6,067.10 | 64 |
| 3 | 7,987.97 | 1,900.00 | 360.00 | 13.60 | 2,523.20 | 5,164.77 | 33 |
| 2 | 11,035.00 | 1,100.00 | 480.00 | 21.68 | 3,701.68 | 7,333.32 | 34 |
| 3 | 5,855.04 | 1,700.00 | 316.31 | 6.32 | 2,022.63 | 3,832.41 | 35 |
| 3 | 2,125.89 | 1,000.00 | 133.73 | .88 | 1,134.61 | 991.28 | 53 |
| 2 | 10,679.37 | 2,100.00 | 840.37 | 23.45 | 2,626.00 | 4,299.36 | 60 |
| 1 | 133,616.90 | 3,400.00 | ... | 611.52 | 38,159.49 | 95,457.41 | 29 |
| 3 | 5,015.88 | 1,600.00 | 296.00 | 544.00 | 20,701.97 | 2,575.86 | 49 |
| 3 | 2,709.77 | 1,200.00 | 213.25 | 3.28 | 2,046.48 | 2,074.81 | 52 |
| 3 | 4,898.10 | 1,600.00 | 217.00 | 3.20 | 1,414.55 | 1,265.52 | 53 |
| 3 | 2,273.60 | 1,400.00 | 217.00 | ... | 2,429.00 | 2,469.00 | 50 |
| 3 | 4,852.02 | 1,700.00 | 236.63 | 2.58 | 2,039.19 | 2,244.41 | 50 |
| 3 | 7,813.08 | 1,900.00 | 347.50 | 2.48 | 2,249.98 | 2,602.04 | 46 |
| 2 | 9,017.11 | 2,300.00 | 440.00 | 8.48 | 2,598.98 | 5,214.18 | 33 |
| 2 | 10,189.20 | 2,300.00 | 325.00 | 9.12 | 3,234.12 | 5,582.99 | 38 |
| 1 | 69,870.58 | 3,300.00 | 1,000.00 | 26.64 | 4,428.64 | 5,369.56 | 47 |
| 3 | 2,106.85 | 1,400.00 | 104.30 | 311.66 | 31,158.01 | 38,712.57 | 45 |
| 2 | 11,111.80 | 2,200.00 | 170.50 | 1.60 | 1,222.10 | 784.76 | 43 |
| 3 | 2,046.45 | 1,000.00 | 600.00 | 31.70 | 3,831.76 | 7,180.19 | 53 |
| 3 | 2,646.51 | 1,200.00 | 40.81 | 8.20 | 1,644.01 | 402.47 | 58 |
| 3 | 4,201.22 | 1,500.00 | 213.19 | 3.12 | 1,918.21 | 731.30 | 72 |
| 3 | 4,064.82 | 1,700.00 | 274.70 | 5.04 | 1,829.74 | 2,271.43 | 46 |
| 1 | 63,981.95 | 3,200.00 | 337.70 | 1.04 | 2,038.74 | 2,065.08 | 50 |
| 2 | 28,921.63 | 2,800.00 | 1,418.84 | 185.68 | 25,962.35 | 38,119.60 | 50 |
| 3 | 2,285.14 | 1,000.00 | 1,375.00 | 10.40 | 15,541.14 | 13,381.49 | 54 |
| 3 | 3,058.56 | 1,500.00 | 257.26 | 4.40 | 1,128.25 | 1,157.09 | 49 |
| 3 | 3,981.97 | 1,900.00 | 271.00 | 5.52 | 1,911.69 | 1,146.00 | 63 |
| 3 | 1,019.51 | 500.00 | 87.00 | .32 | 1,576.52 | 2,105.45 | 47 |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent light and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------|--------|-----------------|------------|-------------|----------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------|
| ILLINOIS—continued. | | | | | | | | | | | |
| Shelbyville | 3 | \$5,597.25 | \$1,700.00 | | \$187.00 | \$6.48 | | \$1,895.48 | \$3,701.77 | 34 | |
| Sheldon | 3 | 2,900.46 | 1,200.00 | | 89.97 | 1.52 | | 1,291.49 | 1,608.97 | 45 | |
| South Evanston | 3 | 10,610.68 | 1,500.00 | | 337.00 | 18.72 | | 2,275.72 | 8,334.96 | 21 | |
| Sparta | 3 | 3,800.61 | 1,500.00 | | 210.00 | | | 1,710.00 | 2,090.61 | 45 | |
| Springfield | 3 | 64,887.63 | 3,100.00 | \$3,771.61 | 227.80 | 295.98 | \$15,213.39 | 27,380.88 | 27,506.65 | 50 | |
| Spring Valley | 1 | 3,760.64 | 1,400.00 | | 750.00 | | | 1,630.58 | 2,130.36 | 43 | |
| Stirling | 2 | 13,576.80 | 2,300.00 | | 1,891.99 | 1.61 | 3,541.09 | 6,191.09 | 6,385.71 | 60 | |
| Streator | 2 | 13,295.71 | 2,400.00 | | 1,500.00 | 4.40 | 6,148.90 | 11,480.50 | 1,725.21 | 87 | |
| Sullivan | 3 | 3,292.73 | 1,400.00 | | 191.85 | 1.68 | | 1,746.25 | 1,546.48 | 53 | |
| Sumner | 3 | 1,702.95 | 1,000.00 | | 140.85 | 11.44 | | 1,142.53 | 560.42 | 67 | |
| Sycamore | 3 | 6,534.24 | 1,700.00 | | 360.00 | | | 2,251.44 | 4,282.80 | 34 | |
| Taylorville | 3 | 6,338.55 | 1,800.00 | | 348.25 | 6.08 | | 2,304.33 | 4,034.22 | 36 | |
| Toulon | 3 | 2,485.69 | 1,200.00 | | 165.75 | | | 1,515.91 | 968.78 | 61 | |
| Tuscola | 2 | 8,246.36 | 2,000.00 | | 183.20 | 6.32 | | 3,049.52 | 5,196.84 | 37 | |
| Upper Alton | 2 | 2,728.20 | 1,200.00 | | 164.04 | 5.44 | | 1,369.48 | 1,358.72 | 50 | |
| Urbana | 3 | 6,298.81 | 1,600.00 | | 296.00 | 12.96 | | 2,308.96 | 3,959.85 | 37 | |
| Vandalia | 3 | 4,551.98 | 1,600.00 | | 243.51 | 4.80 | | 2,047.91 | 2,504.07 | 45 | |
| Vienna | 3 | 2,273.77 | 1,000.00 | | 104.00 | 2.32 | | 1,273.74 | 1,030.03 | 56 | |
| Virgen | 3 | 3,272.83 | 1,400.00 | | 176.69 | 2.48 | | 1,753.92 | 1,518.66 | 51 | |
| Virginia | 3 | 2,968.90 | 1,300.00 | | 252.00 | 1.92 | | 1,621.09 | 1,347.81 | 59 | |
| Warren | 3 | 2,694.37 | 1,200.00 | | 210.25 | 1.84 | | 1,803.19 | 1,073.28 | 60 | |
| Warsaw | 3 | 3,270.30 | 1,400.00 | | 200.39 | 2.80 | | 1,877.28 | 1,393.02 | 55 | |
| Washington | 3 | 3,054.37 | 1,500.00 | | 174.00 | 8.28 | | 2,066.62 | 2,513.30 | 45 | |
| Watseka | 3 | 4,578.92 | 1,600.00 | | 309.50 | 7.12 | | 8,255.72 | 2,218.96 | 79 | |
| Waukegan | 2 | 10,474.68 | 2,300.00 | | 691.10 | 53.13 | 3,511.49 | 1,445.74 | 1,231.74 | 54 | |
| Waverly | 2 | 2,677.48 | 1,300.00 | | 143.82 | 1.92 | | 1,984.32 | 1,587.47 | 56 | |
| Wenona | 2 | 3,571.79 | 1,500.00 | | 232.00 | 2.32 | | 3,198.32 | 8,274.80 | 28 | |
| Wheaton | 2 | 11,473.21 | 2,000.00 | | 295.54 | 2.73 | | 1,863.26 | 1,884.51 | 50 | |
| White Hall | 3 | 8,747.77 | 1,500.00 | | 160.00 | 2.32 | | 1,362.32 | 1,876.51 | 61 | |
| Winchester | 3 | 2,929.53 | 1,200.00 | | 210.50 | 2.00 | | 1,612.50 | 1,317.03 | 55 | |
| Windsor | 3 | 2,170.42 | 1,100.00 | | 138.04 | 1.92 | | 1,239.96 | 2,852.78 | 39 | |
| Woodstock | 3 | 4,652.67 | 1,500.00 | | 295.25 | 4.84 | | 1,799.80 | 2,852.78 | 39 | |
| Yonkers | 3 | 2,198.00 | 1,100.00 | | 124.76 | 2.08 | | 1,298.84 | 1,891.16 | 56 | |
| Yorkville | 3 | 2,598.76 | 1,200.00 | | 107.85 | 1.20 | | 1,369.05 | 1,229.71 | 54 | |
| Total | | 6,339,350.71 | 398,907.66 | 967,005.95 | 105,089.85 | 33,007.01 | 1,186,350.43 | 2,690,300.93 | 3,648,989.78 | 42 | |

Government building.

| INDIANA. | | | | | | | | | | | | | | | | | | | |
|---------------------|---|-----------|----------|----------|--------|-----------|-----------|----|--|--|--|--|--|--|--|--|--|--|--|
| Albion..... | 3 | 2,231.94 | 1,100.00 | 124.50 | 2.24 | 1,225.80 | 1,005.14 | 55 | | | | | | | | | | | |
| Alexandria..... | 3 | 5,491.97 | 1,600.00 | 294.80 | 11.60 | 1,898.40 | 3,122.77 | 38 | | | | | | | | | | | |
| Anderson..... | 2 | 10,822.10 | 2,600.00 | 800.00 | 87.82 | 11,739.10 | 8,085.00 | 39 | | | | | | | | | | | |
| Angola..... | 2 | 4,310.03 | 1,800.00 | 904.50 | 0.24 | 1,960.74 | 2,349.88 | 45 | | | | | | | | | | | |
| Attica..... | 3 | 7,676.00 | 1,300.00 | 299.00 | 0.28 | 2,208.28 | 5,467.72 | 29 | | | | | | | | | | | |
| Auburn..... | 3 | 5,308.65 | 1,700.00 | 358.00 | 11.30 | 2,000.30 | 3,430.20 | 38 | | | | | | | | | | | |
| Aurora..... | 3 | 4,544.12 | 1,600.00 | 225.88 | 14.40 | 2,140.28 | 2,403.84 | 47 | | | | | | | | | | | |
| Batesville..... | 3 | 2,828.96 | 1,200.00 | 107.50 | 2.48 | 1,350.98 | 1,468.98 | 48 | | | | | | | | | | | |
| Bedford..... | 3 | 6,104.51 | 1,800.00 | 339.00 | 14.32 | 2,365.82 | 3,738.00 | 39 | | | | | | | | | | | |
| Bloomfield..... | 3 | 2,287.70 | 1,100.00 | 169.20 | 4.04 | 1,273.84 | 1,013.80 | 55 | | | | | | | | | | | |
| Bloomington..... | 2 | 10,085.18 | 2,000.00 | 453.13 | 21.32 | 3,924.44 | 3,985.02 | 37 | | | | | | | | | | | |
| Bluffton..... | 3 | 6,301.66 | 1,700.00 | 347.60 | 12.10 | 2,276.42 | 3,985.02 | 37 | | | | | | | | | | | |
| Bonaville..... | 3 | 2,764.72 | 1,200.00 | 197.20 | 2.64 | 1,500.93 | 1,194.70 | 57 | | | | | | | | | | | |
| Bourbon..... | 3 | 2,191.53 | 1,100.00 | 148.81 | 1.00 | 1,250.41 | 941.12 | 57 | | | | | | | | | | | |
| Brazil..... | 2 | 8,033.96 | 2,000.00 | 880.00 | 21.05 | 3,270.05 | 4,763.81 | 41 | | | | | | | | | | | |
| Brookville..... | 2 | 3,026.66 | 1,400.00 | 394.00 | 0.24 | 2,035.20 | 991.40 | 67 | | | | | | | | | | | |
| Butler..... | 3 | 2,833.50 | 1,500.00 | 450.00 | 4.16 | 1,823.10 | 970.43 | 66 | | | | | | | | | | | |
| Cambridge City..... | 3 | 2,834.80 | 1,300.00 | 284.00 | 8.04 | 1,679.94 | 1,254.95 | 57 | | | | | | | | | | | |
| Cannelton..... | 3 | 2,079.19 | 1,100.00 | 128.30 | 4.00 | 1,360.60 | 718.50 | 53 | | | | | | | | | | | |
| Canton..... | 3 | 2,535.04 | 1,200.00 | 121.00 | 0.88 | 1,346.78 | 1,188.80 | 61 | | | | | | | | | | | |
| Columbia City..... | 3 | 6,897.43 | 1,700.00 | 227.80 | 0.68 | 2,187.48 | 4,679.95 | 32 | | | | | | | | | | | |
| Columbus..... | 2 | 13,850.00 | 2,400.00 | 533.05 | 31.02 | 8,403.31 | 5,396.75 | 61 | | | | | | | | | | | |
| Connersville..... | 2 | 10,497.20 | 2,300.00 | 560.00 | 1.40 | 6,969.22 | 3,498.07 | 59 | | | | | | | | | | | |
| Converse..... | 3 | 970.45 | 500.00 | 75.00 | 1.08 | 576.68 | 393.77 | 67 | | | | | | | | | | | |
| Corryton..... | 3 | 1,718.43 | 825.00 | 61.85 | 2.00 | 1,263.85 | 454.58 | 74 | | | | | | | | | | | |
| Covington..... | 3 | 2,942.73 | 1,300.00 | 178.13 | 5.92 | 1,634.05 | 1,308.08 | 56 | | | | | | | | | | | |
| Crawfordsville..... | 2 | 13,504.30 | 2,400.00 | 527.36 | 70.34 | 8,494.90 | 5,008.40 | 55 | | | | | | | | | | | |
| Crown Point..... | 3 | 3,243.04 | 1,300.00 | 236.00 | 4.04 | 1,093.04 | 1,519.40 | 52 | | | | | | | | | | | |
| Danville..... | 3 | 4,079.92 | 1,700.00 | 242.50 | 0.96 | 2,049.40 | 2,030.40 | 50 | | | | | | | | | | | |
| Decatur..... | 3 | 4,401.21 | 1,600.00 | 290.25 | 0.28 | 2,108.53 | 2,292.68 | 48 | | | | | | | | | | | |
| Delphi..... | 3 | 4,535.19 | 1,600.00 | 230.40 | 8.72 | 2,080.12 | 3,446.97 | 40 | | | | | | | | | | | |
| Dunkirk..... | 3 | 2,948.03 | 1,200.00 | 108.75 | 4.80 | 1,373.55 | 1,574.48 | 47 | | | | | | | | | | | |
| East Chicago..... | 3 | 911.00 | 500.00 | 75.00 | 1.41 | 576.84 | 364.06 | 01 | | | | | | | | | | | |
| Edinburg..... | 3 | 2,974.63 | 1,500.00 | 182.95 | 7.12 | 1,820.07 | 1,154.59 | 61 | | | | | | | | | | | |
| Elkhart..... | 1 | 45,540.63 | 3,100.00 | 551.72 | 54.04 | 12,059.41 | 32,800.22 | 28 | | | | | | | | | | | |
| Elwood..... | 3 | 0,942.90 | 1,000.00 | 274.00 | 25.20 | 2,040.20 | 4,293.70 | 38 | | | | | | | | | | | |
| Evansville..... | 1 | 71,010.47 | 3,200.00 | 541.00 | 451.04 | 33,544.91 | 37,465.56 | 53 | | | | | | | | | | | |
| Farmount..... | 3 | 2,000.48 | 1,200.00 | 174.25 | 2.88 | 1,177.13 | 1,229.35 | 43 | | | | | | | | | | | |
| Fort Wayne..... | 1 | 68,135.83 | 3,200.00 | 9,143.15 | 538.37 | 28,068.54 | 40,067.31 | 41 | | | | | | | | | | | |
| Fowler..... | 3 | 2,700.80 | 1,200.00 | 106.50 | 3.84 | 1,400.34 | 1,300.53 | 53 | | | | | | | | | | | |
| Frankfort..... | 2 | 10,417.08 | 2,200.00 | 472.00 | 54.63 | 7,385.72 | 3,031.36 | 53 | | | | | | | | | | | |
| Franklin..... | 3 | 5,831.74 | 1,700.00 | 332.05 | 13.68 | 2,511.63 | 3,290.11 | 44 | | | | | | | | | | | |
| Garrett..... | 3 | 2,547.04 | 1,200.00 | 204.00 | 0.98 | 1,407.08 | 1,022.58 | 58 | | | | | | | | | | | |
| Goehard..... | 3 | 15,920.75 | 2,400.00 | 184.20 | 88.92 | 8,450.33 | 7,469.42 | 53 | | | | | | | | | | | |
| Greencastle..... | 2 | 9,045.30 | 2,200.00 | 218.88 | 38.08 | 3,850.90 | 5,092.24 | 40 | | | | | | | | | | | |
| Greensburg..... | 3 | 6,042.27 | 1,800.00 | 287.74 | 11.86 | 2,101.64 | 4,297.74 | 33 | | | | | | | | | | | |
| Hammond..... | 3 | 7,614.75 | 1,800.00 | 350.00 | 18.08 | 2,518.08 | 5,096.67 | 32 | | | | | | | | | | | |
| Harmon..... | 2 | 10,409.60 | 2,300.00 | 392.01 | 14.00 | 3,812.47 | 6,590.22 | 37 | | | | | | | | | | | |
| Harford City..... | 3 | 5,792.63 | 1,700.00 | 101.32 | 11.08 | 2,123.00 | 3,669.63 | 37 | | | | | | | | | | | |

Presidential, Jan. 1, 1894.
Presidential, Oct. 1, 1893.

Presidential, Jan. 1, 1894.

Government building.

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| INDIANA—continued. | | | | | | | | | | | |
| Hamletville..... | 3 | \$1,643.62 | \$1,100.00 | | \$164.31 | 84.24 | | \$1,268.55 | \$375.07 | 77 | Government building. |
| Huangburg..... | 3 | 2,384.04 | 1,200.00 | \$300.00 | 108.00 | 5.76 | | 1,701.70 | 1,682.28 | 71 | |
| Huntington..... | 3 | 6,875.84 | 2,100.00 | 1,300.00 | 520.00 | 23.95 | \$3,486.96 | 7,462.93 | 2,432.71 | 75 | Presidential, Oct. 1, 1893. |
| Indiana Minorai | 3 | 0,382.80 | 1,000.00 | | 51.90 | | | 1,051.90 | 4,091.14 | 27 | |
| Springe..... | | | | | | | | | | | |
| Indianapolis..... | 1 | 316,803.69 | 3,700.00 | 53,007.39 | 675.00 | 2,874.35 | 67,005.50 | 130,402.04 | 186,341.00 | 41 | Government building. |
| Vedersonville..... | 2 | 9,651.22 | 2,100.00 | 700.00 | 336.83 | 17.47 | 2,683.48 | 5,807.78 | 3,843.44 | 60 | |
| Yonesboro..... | 3 | 1,700.74 | 750.00 | 33.33 | 109.50 | 1.20 | | 894.03 | 806.71 | 53 | |
| Kendallville..... | 3 | 6,653.23 | 1,800.00 | 200.00 | 265.81 | 11.60 | | 2,277.11 | 4,276.12 | 35 | |
| Kentland..... | 3 | 2,049.71 | 1,000.00 | | 144.24 | 1.44 | | 1,145.68 | 904.03 | 56 | |
| Knightstown..... | 3 | 2,130.22 | 1,500.00 | 00.83 | 238.20 | 17.20 | | 1,855.20 | 2,274.93 | 45 | |
| Kokomo..... | 2 | 14,147.72 | 2,400.00 | 1,645.60 | 700.00 | 50.97 | 4,311.35 | 9,107.98 | 6,039.74 | 64 | |
| La Fayette..... | 2 | 36,549.23 | 2,900.00 | 6,618.32 | 1,305.76 | 338.38 | 10,315.81 | 20,478.27 | 16,070.96 | 56 | Government building. |
| Lafayette..... | 3 | 3,632.64 | 1,500.00 | | 248.70 | 5.52 | | 1,764.22 | 1,878.62 | 48 | |
| Laporte..... | 3 | 4,707.83 | 2,400.00 | 1,900.00 | 800.00 | 30.60 | 4,045.77 | 9,176.46 | 4,236.14 | 68 | |
| Lawrenceburg..... | 3 | 5,585.17 | 1,700.00 | 300.00 | 157.65 | 14.64 | | 2,172.20 | 2,635.54 | 46 | |
| Lebanon..... | 3 | 3,299.15 | 1,400.00 | 150.00 | 346.40 | 14.72 | | 2,311.12 | 3,274.05 | 41 | |
| Liberty..... | 3 | 4,117.00 | 1,600.00 | 200.00 | 229.50 | 5.40 | | 1,785.10 | 1,514.05 | 54 | |
| Ligonier..... | 3 | 2,174.49 | 2,200.00 | 200.00 | 318.50 | 5.44 | | 2,123.94 | 1,993.15 | 53 | |
| Logansport..... | 2 | 10,016.71 | 2,200.00 | 2,899.00 | 1,000.00 | 94.43 | 6,593.20 | 13,186.63 | 7,967.86 | 72 | |
| Madison..... | 2 | 10,131.49 | 2,500.00 | 2,200.00 | 499.64 | 27.72 | 3,385.88 | 7,912.74 | 2,133.97 | 79 | |
| Marion..... | 3 | 4,000.61 | 1,500.00 | 200.00 | 700.00 | 86.21 | 5,163.18 | 10,652.30 | 8,479.10 | 56 | |
| Marionville..... | 3 | 6,435.47 | 2,200.00 | 1,500.00 | 299.00 | 13.36 | 2,012.30 | 2,078.25 | 2,078.25 | 49 | |
| Michigan City..... | 3 | 7,537.80 | 1,900.00 | 1,500.00 | 500.00 | 33.22 | 3,062.99 | 7,326.21 | 2,309.20 | 76 | |
| Milwaukee..... | 3 | 2,651.64 | 1,300.00 | 200.00 | 357.23 | 0.16 | | 2,263.30 | 5,294.47 | 30 | |
| Mitchell..... | 3 | 4,034.14 | 1,500.00 | 125.00 | 253.98 | 7.68 | | 1,896.66 | 2,147.48 | 47 | |
| Monticello..... | 3 | 5,691.41 | 1,700.00 | 250.00 | 209.60 | 11.36 | | 2,260.96 | 8,430.45 | 40 | |
| Mount Vernon..... | 2 | 23,068.10 | 2,600.00 | 2,700.00 | 600.00 | 92.02 | 5,972.07 | 11,965.00 | 11,723.01 | 51 | |
| Muncie..... | 2 | 2,210.02 | 1,000.00 | | 158.65 | 1.44 | | 1,160.00 | 1,040.93 | 52 | |
| Nappanee..... | 2 | 16,029.13 | 2,500.00 | *2,500.00 | | 72.43 | 9,021.65 | 14,094.08 | 834.05 | 94 | Do. |
| New Albany..... | 3 | 1,925.98 | 1,000.00 | | 168.83 | 1.20 | | 1,170.03 | 755.95 | 61 | |
| New Carlisle..... | 3 | 6,827.77 | 1,700.00 | 250.00 | 345.00 | 12.48 | | 2,807.48 | 3,550.29 | 39 | |
| New Castle..... | 3 | 5,772.18 | 1,900.00 | 299.84 | 380.00 | 17.12 | | 2,597.00 | 3,175.12 | 45 | |
| Nobleville..... | 3 | 4,375.14 | 1,500.00 | 199.99 | 219.54 | 5.84 | | 1,925.37 | 2,449.77 | 44 | |
| North Manchester..... | 3 | 3,809.43 | 1,500.00 | 300.00 | 250.00 | 0.72 | | 2,050.72 | 1,763.70 | 64 | |
| North Vernon..... | 3 | 6,017.50 | 1,800.00 | | 255.00 | 0.36 | | 2,064.36 | 3,953.23 | 34 | |
| Notre Dame..... | 3 | 2,450.68 | 1,200.00 | 50.00 | 129.37 | 2.56 | | 1,381.93 | 1,068.95 | 58 | |
| Oakland City..... | 3 | 1,042.20 | 500.00 | | 72.00 | 1.08 | | 1,573.68 | 1,468.92 | 55 | Presidential, Jan. 1, 1894. |
| Parr..... | 2 | 10,652.36 | 2,200.00 | 1,300.00 | 700.00 | 66.97 | 2,860.11 | 7,107.08 | 3,545.28 | 67 | |
| Petersburg..... | 3 | 2,724.86 | 1,400.00 | 200.00 | 170.00 | 4.98 | | 1,774.98 | 3,949.82 | 63 | Mail bags, 50 cents. |

| Presidential, Oct. 1, 1893. | | | | | | | | | | | | |
|-----------------------------|---|--------------|------------|------------|------------|-----------|-----------|------------|------------|------------|----|--|
| | | | | | | | | | | | | |
| Plainfield..... | 3 | 1,945.24 | 1,000.00 | 1,000.00 | 200.00 | 95.99 | 2.40 | ..... | 1,098.20 | 846.85 | 56 | |
| Plymouth..... | 3 | 0,520.00 | 1,800.00 | 1,800.00 | 277.50 | 16.24 | ..... | 2,293.74 | 4,232.32 | 85 | | |
| Portland..... | 3 | 6,004.54 | 1,700.00 | 1,700.00 | 560.00 | 13.52 | ..... | 2,362.92 | 3,042.32 | 39 | | |
| Princeton..... | 3 | 6,752.48 | 1,800.00 | 1,800.00 | 341.47 | 16.32 | ..... | 2,382.76 | 4,369.72 | 35 | | |
| Red Key..... | 3 | 1,693.41 | 1,750.00 | 1,750.00 | 108.75 | 2.80 | ..... | 861.55 | 831.86 | 51 | | |
| Remington..... | 3 | 2,247.64 | 1,100.00 | 1,100.00 | 146.00 | 96 | ..... | 1,246.96 | 1,000.68 | 85 | | |
| Rensselaer..... | 3 | 3,706.95 | 1,400.00 | 1,400.00 | 190.47 | 3.76 | ..... | 1,000.23 | 2,106.72 | 43 | | |
| Richmond..... | 2 | 85,371.97 | 2,900.00 | 2,900.00 | 1,441.30 | 183.25 | 7,757.53 | 17,492.14 | 17,879.83 | 09 | | |
| Rising Sun..... | 3 | 2,091.63 | 1,100.00 | 1,100.00 | 133.99 | 3.12 | ..... | 1,436.70 | 654.93 | 49 | | |
| Rochester..... | 3 | 5,372.26 | 1,700.00 | 1,700.00 | 337.50 | 11.44 | ..... | 2,223.94 | 3,148.35 | 41 | | |
| Rockport..... | 3 | 3,640.32 | 1,400.00 | 1,400.00 | 252.00 | 4.88 | ..... | 1,856.88 | 1,783.44 | 51 | | |
| Rockville..... | 3 | 3,245.00 | 1,400.00 | 1,400.00 | 181.00 | 5.52 | ..... | 1,836.52 | 1,409.38 | 57 | | |
| Rushville..... | 3 | 6,829.34 | 1,900.00 | 1,900.00 | 249.31 | 17.53 | ..... | 2,584.57 | 4,244.77 | 38 | | |
| Salem..... | 3 | 2,737.83 | 1,300.00 | 1,300.00 | 206.72 | 3.92 | ..... | 1,713.64 | 1,024.19 | 03 | | |
| Seymour..... | 3 | 2,787.66 | 1,900.00 | 1,900.00 | 390.00 | 20.80 | ..... | 2,420.80 | 5,451.86 | 31 | | |
| Shelbyville..... | 2 | 10,859.54 | 2,200.00 | 2,200.00 | 390.00 | 23.87 | 2,302.18 | 6,306.05 | 4,553.49 | 58 | | |
| South Bend..... | 1 | 59,808.65 | 3,100.00 | 3,100.00 | 1,694.56 | 498.64 | 11,716.54 | 23,835.93 | 36,060.72 | 40 | | |
| Spencer..... | 3 | 2,843.50 | 1,200.00 | 1,200.00 | 187.50 | 7.50 | ..... | 1,590.50 | 1,253.03 | 56 | | |
| Sullivan..... | 3 | 3,757.16 | 1,500.00 | 1,500.00 | 195.85 | 9.28 | ..... | 1,855.18 | 1,902.03 | 49 | | |
| Tell City..... | 3 | 2,455.89 | 1,100.00 | 1,100.00 | 129.30 | 1.00 | ..... | 1,230.90 | 1,224.99 | 50 | | |
| Terre Haute..... | 1 | 60,432.98 | 3,100.00 | 3,100.00 | 8,562.76 | 396.91 | 12,233.82 | 24,313.49 | 36,119.49 | 40 | | |
| Thornstown..... | 2 | 2,666.08 | 1,200.00 | 1,200.00 | 155.00 | 3.70 | ..... | 1,354.76 | 1,207.32 | 53 | | |
| Tipton..... | 3 | 4,641.73 | 1,600.00 | 1,600.00 | 244.01 | 11.04 | ..... | 2,005.05 | 2,636.06 | 43 | | |
| Union City..... | 3 | 6,783.78 | 1,900.00 | 1,900.00 | 556.80 | 14.16 | ..... | 2,622.96 | 4,260.82 | 37 | | |
| Valparaiso..... | 2 | 13,499.00 | 2,400.00 | 2,400.00 | 527.65 | 34.28 | 2,477.44 | 7,239.37 | 6,259.63 | 54 | | |
| Vevay..... | 2 | 2,305.44 | 1,200.00 | 1,200.00 | 204.40 | 2.48 | ..... | 1,806.88 | 486.56 | 78 | | |
| Vincennes..... | 2 | 14,117.27 | 2,400.00 | 2,400.00 | 600.00 | 62.69 | 3,801.04 | 8,688.73 | 5,428.54 | 62 | | |
| Wabash..... | 2 | 10,333.25 | 2,200.00 | 2,200.00 | 450.00 | 25.28 | ..... | 4,075.28 | 6,257.97 | 39 | | |
| Warsaw..... | 2 | 6,836.20 | 2,000.00 | 2,000.00 | 454.95 | 16.80 | ..... | 2,871.75 | 4,064.45 | 41 | | |
| Washington..... | 3 | 7,751.45 | 1,900.00 | 1,900.00 | 347.53 | 14.80 | ..... | 2,412.33 | 5,339.12 | 81 | | |
| Waterloo..... | 3 | 1,962.90 | 1,000.00 | 1,000.00 | 143.98 | 4.80 | ..... | 1,148.78 | 814.12 | 59 | | |
| Whiting..... | 3 | 2,728.49 | 1,100.00 | 1,100.00 | 183.50 | 3.44 | ..... | 1,286.94 | 1,441.55 | 47 | | |
| Winamac..... | 3 | 2,500.01 | 1,200.00 | 1,200.00 | 148.00 | 2.61 | ..... | 1,350.64 | 1,209.40 | 53 | | |
| Winchester..... | 3 | 5,468.32 | 1,700.00 | 1,700.00 | 240.00 | 12.64 | ..... | 2,210.73 | 3,257.99 | 40 | | |
| Worthington..... | 3 | 2,582.14 | 1,200.00 | 1,200.00 | 83.33 | 6.64 | ..... | 1,473.94 | 1,108.20 | 57 | | |
| Total..... | | 1,387,261.23 | 212,325.00 | 212,325.00 | 161,176.92 | 39,267.64 | 7,220.25 | 231,411.36 | 651,401.17 | 735,860.08 | 47 | |
| INDIAN TERRITORY. | | | | | | | | | | | | |
| Ardmore..... | 3 | 5,881.84 | 1,600.00 | 1,600.00 | 300.00 | 327.24 | 9.20 | ..... | 2,236.44 | 3,045.40 | 38 | |
| Lehigh..... | 3 | 1,759.15 | 1,300.00 | 1,300.00 | 37.50 | 180.25 | .56 | ..... | 1,518.31 | 240.84 | 86 | |
| Muscogee..... | 3 | 5,707.14 | 1,700.00 | 1,700.00 | 400.00 | 251.00 | 5.70 | ..... | 2,356.76 | 3,350.38 | 41 | |
| Purcell..... | 3 | 4,172.16 | 1,500.00 | 1,500.00 | 227.25 | 3.86 | ..... | 1,730.61 | 2,441.55 | 41 | | |
| Vinita..... | 3 | 3,914.58 | 1,400.00 | 1,400.00 | 237.50 | 219.65 | 5.28 | ..... | 1,862.48 | 2,052.15 | 48 | |
| Total..... | | 21,434.87 | 7,500.00 | 7,500.00 | 975.00 | 1,205.39 | 24.16 | ..... | 9,704.55 | 11,730.32 | 45 | |
| IOWA. | | | | | | | | | | | | |
| Ackley..... | 3 | 3,113.62 | 1,800.00 | 1,800.00 | 200.00 | 217.25 | 2.80 | ..... | 1,720.05 | 1,393.47 | 55 | |
| Afton..... | 3 | 2,434.91 | 1,100.00 | 1,100.00 | ..... | 163.50 | 1.92 | ..... | 1,296.42 | 1,139.49 | 53 | |
| Adrian..... | 3 | 2,338.41 | 1,300.00 | 1,300.00 | ..... | 138.20 | 1.28 | ..... | 1,439.48 | 1,898.93 | 43 | |

Government building.

REPORT OF THE POSTMASTER-GENERAL.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|------------------------|--------|-----------------|----------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| IOWA—continued. | | | | | | | | | | | |
| Akron..... | 3 | \$449.12 | \$250.00 | \$225.00 | \$32.25 | \$5.52 | ..... | \$282.25 | \$166.87 | 63 | Presidential, Apr. 1, 1894. |
| Albia..... | 3 | 4,598.90 | 1,600.00 | 392.42 | 214.46 | 0.10 | ..... | 2,074.98 | 2,523.92 | 45 | |
| Algona..... | 3 | 5,638.54 | 1,700.00 | 382.42 | 346.93 | 0.12 | ..... | 2,445.51 | 3,193.03 | 43 | |
| Alta..... | 3 | 2,378.83 | 1,100.00 | 150.00 | 187.25 | 1.16 | ..... | 1,438.37 | 940.46 | 60 | |
| Ames..... | 3 | 6,181.60 | 1,700.00 | 208.33 | 265.97 | 2.96 | ..... | 2,177.26 | 4,004.43 | 35 | |
| Anamosa..... | 3 | 4,827.91 | 1,600.00 | 200.00 | 327.25 | 4.16 | ..... | 2,131.41 | 2,696.50 | 44 | |
| Anita..... | 3 | 2,454.55 | 1,100.00 | ..... | 177.80 | 1.52 | ..... | 1,270.32 | 1,285.23 | 50 | |
| Atlantic..... | 2 | 9,459.08 | 2,100.00 | 1,395.68 | 468.00 | ..... | \$2,188.58 | 6,152.26 | 3,306.82 | 65 | |
| Audubon..... | 3 | 4,124.40 | 1,600.00 | 150.00 | 251.50 | 3.20 | ..... | 2,004.70 | 2,119.70 | 49 | |
| Avooca..... | 3 | 3,538.40 | 1,400.00 | 187.50 | 256.15 | 1.84 | ..... | 1,388.20 | 817.48 | 52 | |
| Bancroft..... | 3 | 2,205.68 | 1,500.00 | 122.00 | 165.72 | 4.48 | ..... | 1,934.02 | 1,937.50 | 63 | |
| Bedford..... | 3 | 3,871.82 | 1,500.00 | 196.67 | 251.51 | 2.73 | ..... | 1,855.43 | 2,003.93 | 45 | |
| Belle Plaine..... | 3 | 4,159.36 | 1,400.00 | 200.00 | 181.25 | 2.48 | ..... | 1,583.73 | 773.31 | 67 | |
| Bellevue..... | 3 | 2,357.04 | 1,200.00 | 200.00 | 159.75 | 1.20 | ..... | 1,360.95 | 1,153.68 | 54 | |
| Bloomfield..... | 3 | 2,514.61 | 1,200.00 | ..... | 177.20 | 2.24 | ..... | 1,878.88 | 1,831.20 | 49 | |
| Bloomfield..... | 3 | 3,810.14 | 1,500.00 | 192.44 | 162.21 | 5.50 | ..... | 1,162.77 | 935.37 | 55 | |
| Boonville..... | 2 | 10,037.21 | 2,200.00 | 1,195.67 | 400.00 | 11.81 | ..... | 3,807.51 | 0,229.70 | 38 | |
| Boone..... | 3 | 2,737.38 | 1,200.00 | 100.00 | 140.00 | 1.70 | ..... | 1,693.10 | 1,295.62 | 53 | |
| Britt..... | 3 | 2,922.45 | 1,400.00 | ..... | 224.83 | 1.30 | ..... | 1,693.10 | 1,295.62 | 56 | |
| Brooklyn..... | 3 | 46,867.90 | 3,100.00 | 7,924.44 | 2,738.75 | 473.08 | 11,324.44 | 25,570.71 | 21,127.19 | 54 | |
| Carroll..... | 3 | 7,781.48 | 1,900.00 | 300.00 | 410.00 | 6.08 | ..... | 2,616.08 | 5,165.40 | 34 | |
| Cedar Falls..... | 2 | 11,790.54 | 2,300.00 | 1,400.00 | 478.44 | 25.28 | 2,831.27 | 7,034.90 | 4,755.55 | 50 | |
| Cedar Rapids..... | 1 | 57,107.68 | 3,100.00 | 8,500.00 | 1,870.00 | 314.60 | 9,506.80 | 23,291.40 | 33,816.28 | 41 | |
| Centerville..... | 3 | 6,819.20 | 1,900.00 | 300.00 | 480.00 | 8.24 | ..... | 2,668.24 | 4,150.96 | 39 | |
| Charlton..... | 3 | 9,217.80 | 1,800.00 | 400.00 | 378.45 | 7.20 | ..... | 2,585.65 | 3,632.15 | 42 | |
| Charles City..... | 3 | 7,277.22 | 1,800.00 | 400.00 | 407.37 | 5.80 | ..... | 2,012.97 | 3,264.25 | 36 | |
| Charter Oak..... | 3 | 7,264.77 | 1,900.00 | 216.75 | 159.53 | 4.32 | ..... | 2,580.23 | 1,024.50 | 36 | |
| Cherokee..... | 3 | 6,577.42 | 1,800.00 | 800.00 | 459.10 | 8.42 | ..... | 3,010.98 | 4,566.44 | 40 | |
| Clarinda..... | 3 | 2,753.27 | 1,200.00 | 18.75 | 216.22 | 5.53 | ..... | 1,433.52 | 1,317.75 | 52 | |
| Clarion..... | 3 | 2,176.80 | 1,100.00 | ..... | 196.00 | 2.24 | ..... | 1,268.40 | 1,225.17 | 58 | |
| Clarkville..... | 3 | 2,148.91 | 1,400.00 | 75.00 | 246.50 | 4.18 | 6,814.89 | 13,800.07 | 11,612.04 | 54 | |
| Clear Lake..... | 3 | 25,618.11 | 2,700.00 | 3,000.00 | 1,252.70 | 3.02 | ..... | 1,623.08 | 1,072.80 | 49 | |
| Colfax..... | 3 | 3,286.98 | 1,400.00 | 140.00 | 163.63 | 1.30 | ..... | 1,018.75 | 1,161.91 | 53 | |
| Columbus Junction..... | 3 | 2,568.78 | 1,100.00 | 400.00 | 286.00 | 3.30 | ..... | 2,201.36 | 3,362.45 | 47 | |
| Conan Rapids..... | 3 | 5,074.75 | 1,700.00 | 400.00 | 208.00 | 3.88 | ..... | 1,408.88 | 2,665.87 | 63 | |
| Corning..... | 3 | 2,245.94 | 1,200.00 | ..... | 103.25 | 1.00 | ..... | 2,201.36 | 2,087.30 | 47 | |
| Correctionsville..... | 3 | 2,331.90 | 1,100.00 | 200.00 | ..... | 3.00 | ..... | 1,394.85 | 1,037.11 | 60 | |
| Corydon..... | 3 | 50,292.11 | 3,100.00 | 9,000.00 | ..... | 320.34 | 12,148.11 | 24,574.45 | 25,087.66 | 40 | |
| Council Bluffs..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Government building. |

Mail bags, 50 cents.

Presidential, Oct. 1, 1893.

Government building.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|--------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| Cresco | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| Green | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| Green | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| Green | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| Green | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | | | | | | | | | | | | | | | | | | | | |

Do.
Presidential, Jan. 1, 1894.
Government building.

Do.

REPORT OF THE POSTMASTER-GENERAL.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------|
| IOWA—continued. | | | | | | | | | | | |
| Lansing | 3 | \$2,927.99 | \$1,300.00 | \$200.00 | \$252.00 | \$1.76 | ..... | \$1,753.76 | \$1,174.23 | 60 | |
| Laporte City | 3 | 2,535.24 | 1,200.00 | ..... | 213.01 | 1.03 | ..... | 1,414.93 | 1,120.31 | 56 | |
| Laurens | 3 | 1,893.78 | 1,000.00 | ..... | 144.05 | 1.10 | ..... | 1,144.81 | 1,085.97 | 63 | |
| Le Mars | 3 | 11,883.40 | 2,200.00 | 1,616.63 | 711.26 | 4.08 | ..... | 4,531.97 | 7,391.43 | 38 | |
| Leona | 3 | 3,177.85 | 1,400.00 | ..... | 170.78 | 1.20 | ..... | 1,036.14 | 1,304.22 | 55 | |
| Leon | 3 | 3,177.85 | 1,400.00 | ..... | 170.78 | 1.20 | ..... | 1,036.14 | 1,304.22 | 55 | |
| Logan | 3 | 3,099.08 | 1,300.00 | 149.96 | 270.75 | 2.58 | ..... | 1,873.63 | 1,298.70 | 56 | |
| Lugan | 3 | 6,501.03 | 1,800.00 | 300.00 | 435.00 | 8.00 | ..... | 2,443.00 | 4,058.03 | 38 | |
| MacGregor | 3 | 4,416.81 | 1,600.00 | 300.00 | 103.38 | 4.81 | ..... | 2,068.00 | 2,318.81 | 48 | |
| Malvern | 3 | 2,884.64 | 1,400.00 | 200.00 | 171.50 | 3.20 | ..... | 1,774.70 | 1,109.94 | 63 | |
| Manchester | 3 | 6,500.01 | 1,800.00 | 549.49 | 385.27 | 4.54 | ..... | 2,739.32 | 3,760.69 | 42 | |
| Manning | 3 | 2,370.20 | 1,100.00 | ..... | 391.32 | 1.90 | ..... | 1,982.92 | 1,096.28 | 54 | |
| Manson | 3 | 2,897.00 | 1,300.00 | 75.81 | 399.84 | 1.20 | ..... | 1,586.86 | 1,370.15 | 54 | |
| Mapleton | 3 | 2,479.05 | 1,200.00 | 200.00 | 213.73 | 1.84 | ..... | 1,015.80 | 1,463.25 | 65 | |
| Maquoketa | 3 | 5,424.83 | 1,700.00 | 175.00 | 336.00 | 5.20 | ..... | 2,236.20 | 3,188.63 | 41 | |
| Marcus | 3 | 2,358.09 | 1,200.00 | ..... | 184.45 | 4.48 | ..... | 1,864.93 | 2,235.49 | 47 | |
| Marion | 3 | 4,278.05 | 1,500.00 | 180.00 | 348.00 | 2.50 | ..... | 1,982.56 | 2,295.49 | 47 | |
| Marion | 3 | 6,423.93 | 1,700.00 | 500.00 | 348.00 | 2.50 | ..... | 2,536.04 | 3,887.29 | 40 | |
| Marshalltown | 3 | 27,432.94 | 2,700.00 | 8,500.00 | 1,000.00 | 40.10 | \$5,465.87 | 12,711.97 | 14,720.97 | 45 | |
| Mason City | 2 | 12,360.92 | 2,300.00 | 1,200.00 | 336.75 | 5.23 | 1,544.34 | 2,242.03 | 2,645.04 | 46 | |
| Missouri Valley | 3 | 4,887.07 | 1,600.00 | 300.00 | 378.50 | 1.60 | ..... | 1,280.10 | 3,606.97 | 54 | |
| Montezuma | 3 | 2,199.71 | 1,100.00 | ..... | 178.50 | 1.82 | ..... | 2,005.92 | 1,067.39 | 55 | |
| Monticello | 3 | 3,673.31 | 1,500.00 | 300.00 | 204.00 | 1.90 | ..... | 1,316.37 | 1,014.75 | 56 | |
| Montpelier | 3 | 2,331.12 | 1,100.00 | 99.66 | 115.75 | ..... | ..... | 1,809.90 | 1,499.60 | 55 | |
| Mount Ayr | 3 | 3,779.65 | 1,400.00 | 207.35 | 207.35 | 2.64 | ..... | 1,013.01 | 1,967.73 | 78 | |
| Mount Pleasant | 2 | 8,890.74 | 2,000.00 | 1,599.90 | 750.00 | 26.78 | 2,536.24 | 6,013.01 | 2,833.89 | 46 | |
| Mount Vernon | 2 | 4,214.20 | 1,600.00 | ..... | 87.25 | 3.12 | ..... | 1,709.06 | 2,505.14 | 57 | |
| Murkettine | 2 | 20,553.37 | 2,500.00 | 2,600.00 | 1,184.00 | 1.09 | 5,421.97 | 11,651.26 | 8,844.31 | 57 | |
| Nashua | 3 | 2,997.05 | 1,400.00 | ..... | 240.50 | 1.76 | ..... | 1,651.26 | 1,315.79 | 56 | |
| Neola | 3 | 513.87 | 250.00 | 50.00 | 43.50 | ..... | ..... | 843.82 | 170.05 | 67 | |
| Nevada | 3 | 4,641.45 | 1,500.00 | ..... | 215.15 | ..... | ..... | 1,716.59 | 2,924.86 | 38 | |
| New Hampton | 3 | 3,567.49 | 1,400.00 | 250.00 | 350.56 | 2.82 | ..... | 2,002.88 | 1,564.61 | 56 | |
| New Sharon | 3 | 2,187.35 | 1,100.00 | ..... | 183.75 | 1.28 | ..... | 1,205.03 | 922.32 | 56 | |
| Newtown | 3 | 6,951.06 | 1,800.00 | 250.00 | 462.50 | 0.32 | ..... | 2,458.82 | 4,492.24 | 35 | |
| Nora Springs | 3 | 2,132.93 | 1,100.00 | ..... | 173.60 | ..... | ..... | 1,274.24 | 858.69 | 60 | |
| Northwood | 3 | 2,453.90 | 1,200.00 | 150.00 | 193.75 | 1.00 | ..... | 1,545.35 | 908.55 | 63 | |
| Olebolt | 3 | 3,395.20 | 1,500.00 | 284.50 | 239.50 | 1.20 | ..... | 1,785.20 | 1,610.00 | 53 | |
| Oswego | 3 | 3,285.57 | 1,300.00 | 150.00 | 239.50 | 4.48 | ..... | 1,693.98 | 1,574.50 | 52 | |
| Oregon | 3 | 2,061.30 | 1,200.00 | 150.00 | 188.25 | ..... | ..... | 1,538.57 | 527.70 | 74 | |
| Onawa | 3 | 3,033.79 | 1,300.00 | 104.92 | 234.75 | 2.50 | ..... | 1,642.23 | 1,391.50 | 54 | |
| Orange City | 3 | 2,951.81 | 1,300.00 | 150.00 | 230.00 | 2.00 | ..... | 1,682.00 | 1,269.81 | 57 | |

Presidential, Apr. 1, 1884.

| | | | | | | | | | | |
|--------------------|---|-----------|----------|-----------|----------|--------|-----------|-----------|-----------|----|
| Osage..... | 3 | 5,138.10 | 1,700.00 | 500.00 | 337.50 | 5.28 | ..... | 2,512.78 | 2,645.41 | 49 |
| Ocean..... | 3 | 4,284.33 | 1,600.00 | 200.00 | 241.68 | 5.20 | ..... | 2,040.88 | 2,217.45 | 48 |
| Oklahoma..... | 2 | 13,630.31 | 2,400.00 | 2,300.00 | 973.00 | 311.27 | 4,398.01 | 10,084.88 | 10,571.43 | 04 |
| Ottawa..... | 2 | 30,385.27 | 2,800.00 | 4,424.96 | 223.18 | 83.57 | 6,222.76 | 13,734.49 | 16,040.78 | 44 |
| Panora..... | 3 | 1,690.90 | 750.00 | ..... | 104.75 | ..... | ..... | 841.15 | 1,048.75 | 59 |
| Parkersburg..... | 3 | 1,084.94 | 1,000.00 | ..... | 160.00 | ..... | ..... | 1,164.88 | 820.00 | 39 |
| Pella..... | 3 | 5,224.27 | 1,700.00 | 300.00 | 332.50 | 2.80 | ..... | 2,355.30 | 2,868.97 | 43 |
| Perry..... | 3 | 5,837.04 | 1,700.00 | 150.00 | 355.50 | 4.56 | ..... | 2,210.06 | 3,626.98 | 38 |
| Postville..... | 3 | 2,380.77 | 1,000.00 | 125.00 | 183.50 | 1.20 | ..... | 1,409.70 | 971.07 | 59 |
| Frimingham..... | 3 | 2,149.45 | 1,000.00 | ..... | 159.15 | 1.84 | ..... | 1,160.99 | 988.46 | 54 |
| Reinbeck..... | 2 | 9,845.26 | 2,000.00 | 1,200.00 | 500.00 | 9.84 | ..... | 3,809.84 | 6,135.42 | 38 |
| Rock Oak..... | 3 | 1,704.17 | 750.00 | ..... | 74.00 | ..... | ..... | 880.17 | 880.17 | 48 |
| Rockford..... | 3 | 2,234.55 | 1,100.00 | ..... | 186.50 | 72 | ..... | 1,287.22 | 967.33 | 57 |
| Rock Rapids..... | 3 | 4,286.19 | 1,500.00 | 200.00 | 280.71 | 1.04 | ..... | 1,981.75 | 2,284.44 | 46 |
| Rock Valley..... | 3 | 1,227.20 | 500.00 | ..... | 72.05 | 3.32 | ..... | 572.37 | 654.89 | 56 |
| Rockwell City..... | 3 | 2,326.70 | 1,100.00 | 100.00 | 118.00 | 1.28 | ..... | 1,319.28 | 1,017.48 | 54 |
| Rolve..... | 3 | 2,300.75 | 1,100.00 | ..... | 131.95 | 1.36 | ..... | 1,233.31 | 1,087.44 | 54 |
| Ruthven..... | 3 | 2,057.00 | 1,000.00 | 100.00 | 186.00 | 1.20 | ..... | 1,387.20 | 1,689.89 | 07 |
| Sao City..... | 3 | 8,518.65 | 1,500.00 | 151.25 | 268.75 | 1.70 | ..... | 1,911.21 | 1,607.44 | 54 |
| Sandborn..... | 3 | 2,467.88 | 1,200.00 | 120.00 | 208.25 | 1.02 | ..... | 1,530.01 | 937.37 | 02 |
| Seymour..... | 3 | 5,770.00 | 1,700.00 | 200.00 | 156.00 | 3.44 | ..... | 2,254.69 | 866.24 | 39 |
| Sheldon..... | 3 | 7,491.60 | 1,800.00 | 250.00 | 351.25 | 5.28 | ..... | 2,434.87 | 5,050.73 | 33 |
| Shenandoah..... | 3 | 8,494.16 | 1,500.00 | 150.00 | 213.50 | 1.92 | ..... | 1,865.42 | 1,638.74 | 53 |
| Sibbey..... | 3 | 2,343.51 | 1,100.00 | 200.00 | 183.00 | 3.96 | ..... | 1,483.96 | 850.55 | 03 |
| Sigourney..... | 3 | 5,500.35 | 1,500.00 | 200.00 | 184.00 | ..... | ..... | 1,887.36 | 1,672.99 | 53 |
| Sioux City..... | 1 | 87,762.02 | 3,300.00 | 15,182.21 | 3,003.18 | 428.70 | 20,086.15 | 42,000.33 | 45,181.69 | 49 |
| Sioux Falls..... | 3 | 1,669.63 | 825.00 | 150.00 | 124.50 | 4.48 | ..... | 1,099.98 | 590.65 | 06 |
| Spencer..... | 3 | 5,874.49 | 1,800.00 | 450.00 | 375.72 | 3.01 | ..... | 2,029.32 | 3,245.17 | 45 |
| Spirit Lake..... | 3 | 2,838.60 | 1,300.00 | 150.00 | 208.35 | 2.64 | ..... | 1,961.99 | 1,176.61 | 59 |
| State Center..... | 3 | 1,099.91 | 500.00 | 75.00 | 70.90 | 1.04 | ..... | 552.94 | 416.97 | 01 |
| Storm Lake..... | 3 | 4,600.00 | 1,600.00 | 100.00 | 358.50 | 4.72 | ..... | 2,001.23 | 2,538.97 | 43 |
| Stuart..... | 3 | 4,814.28 | 1,600.00 | 150.00 | 270.00 | 3.28 | ..... | 2,032.26 | 2,582.00 | 44 |
| Sumner..... | 3 | 2,471.98 | 1,000.00 | 125.00 | 183.00 | 1.30 | ..... | 1,280.36 | 1,182.62 | 52 |
| Tama..... | 3 | 3,503.85 | 1,500.00 | 225.00 | 254.00 | 2.80 | ..... | 1,981.80 | 1,521.55 | 57 |
| Tipton..... | 3 | 4,074.64 | 1,500.00 | 250.00 | 245.35 | 2.64 | ..... | 1,997.99 | 2,076.65 | 49 |
| Toledo..... | 3 | 4,844.18 | 1,700.00 | ..... | 353.50 | 3.60 | ..... | 2,059.10 | 2,785.08 | 43 |
| Trass..... | 3 | 2,469.83 | 1,400.00 | ..... | 232.00 | 72 | ..... | 1,652.73 | 1,837.11 | 47 |
| Villena..... | 3 | 3,872.48 | 1,500.00 | 125.00 | 287.82 | 96 | ..... | 1,913.78 | 2,058.70 | 48 |
| Vinton..... | 3 | 9,374.30 | 2,000.00 | 950.00 | 444.95 | 10.48 | ..... | 3,405.43 | 4,988.87 | 41 |
| Walcutt..... | 3 | 1,914.68 | 1,000.00 | ..... | 151.50 | 0.08 | ..... | 1,151.68 | 763.00 | 00 |
| Washington..... | 2 | 6,627.01 | 2,500.00 | 990.00 | 469.50 | 0.20 | ..... | 3,478.75 | 4,998.26 | 41 |
| Wassell..... | 3 | 18,627.10 | 2,500.00 | 3,100.00 | 800.00 | 35.44 | 4,296.04 | 10,731.48 | 8,895.62 | 55 |
| Watson..... | 3 | 3,508.05 | 1,400.00 | 240.00 | 270.62 | 2.09 | ..... | 1,919.00 | 1,589.05 | 53 |
| Waukon..... | 3 | 6,450.26 | 1,800.00 | 230.00 | 378.00 | 9.92 | ..... | 2,434.00 | 4,016.28 | 32 |
| Waverly..... | 3 | 8,147.12 | 1,900.00 | 300.00 | 359.40 | 6.92 | ..... | 2,586.22 | 5,578.40 | 38 |
| West City..... | 3 | 3,497.25 | 1,500.00 | 200.00 | 251.00 | 2.32 | ..... | 1,953.82 | 1,933.82 | 50 |
| West Liberty..... | 3 | 4,578.23 | 1,500.00 | 200.00 | 297.67 | 4.10 | ..... | 2,101.62 | 2,476.48 | 46 |
| West Union..... | 3 | 2,801.60 | 1,500.00 | 200.00 | 207.71 | 3.32 | ..... | 1,498.69 | 1,085.77 | 04 |
| Winchester..... | 3 | 2,280.50 | 1,100.00 | 200.00 | 191.00 | 1.52 | ..... | 1,452.52 | 793.96 | 05 |

Government building,
Presidential, Oct. 1, 1893.Presidential, Oct. 1, 1893.
Presidential, Jan. 1, 1894.Presidential, Oct. 1, 1893.
Presidential, Jan. 1, 1894.

Mall bags, 25 cents.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------|
| IOWA—continued. | | | | | | | | | | | |
| Winterset..... | 3 | \$5,018.00 | \$1,000.00 | \$400.00 | \$298.00 | \$2.96 | ..... | \$2,300.06 | \$2,718.03 | 46 | |
| Woodbine..... | 3 | 2,713.27 | 1,100.00 | ..... | 199.00 | 1.84 | ..... | 1,300.84 | 1,412.43 | 48 | |
| Total..... | | 1,462,818.64 | 290,350.00 | 156,133.60 | 62,108.40 | 3,873.54 | \$178,178.00 | 690,641.38 | 772,177.29 | 47 | |
| KANSAS. | | | | | | | | | | | |
| Abilene..... | 2 | 8,898.08 | 2,100.00 | 1,000.00 | 400.00 | 15.94 | 1,740.27 | 5,965.21 | 3,032.85 | 60 | |
| Alma..... | 3 | 2,810.89 | 1,200.00 | ..... | 151.75 | 2.08 | ..... | 1,553.83 | 1,406.06 | 48 | |
| Anthony..... | 3 | 4,263.30 | 1,700.00 | 150.00 | 349.50 | 7.30 | ..... | 2,198.80 | 2,064.44 | 52 | |
| Argentine..... | 3 | 3,046.80 | 2,400.00 | ..... | 298.20 | 7.70 | ..... | 1,075.90 | 1,972.84 | 40 | |
| Arkansas City..... | 2 | 13,684.76 | 3,600.00 | 1,798.00 | 563.79 | 27.20 | 4,568.97 | 9,248.02 | 4,630.74 | 67 | |
| Ashtabula..... | 2 | 1,370.14 | 2,800.00 | 110.00 | 102.00 | 3.44 | ..... | 1,275.44 | 94.70 | 93 | |
| Atchison..... | 2 | 30,257.41 | 4,000.00 | 5,500.00 | 1,275.30 | 104.81 | 7,772.08 | 17,514.10 | 12,743.22 | 53 | |
| Aurora..... | 3 | 2,251.68 | 1,200.00 | 200.00 | 217.80 | 1.70 | ..... | 1,019.20 | 632.42 | 72 | |
| Baldwin..... | 3 | 2,661.00 | 1,300.00 | ..... | 119.75 | 2.10 | ..... | 1,421.91 | 1,239.15 | 53 | |
| Baxter Springs..... | 3 | 2,998.99 | 1,192.86 | 138.32 | 156.52 | 2.00 | ..... | 1,509.00 | 1,489.99 | 62 | |
| Belleville..... | 3 | 3,744.54 | 1,500.00 | 200.00 | 234.00 | 4.50 | ..... | 1,509.00 | 1,805.98 | 52 | |
| Beloit..... | 3 | 6,104.34 | 1,800.00 | 400.00 | 228.00 | 9.84 | ..... | 2,432.84 | 3,781.50 | 39 | |
| Blue Rapids..... | 3 | 1,493.04 | 750.00 | 75.00 | 103.17 | .88 | ..... | 920.05 | 563.99 | 62 | |
| Burlington..... | 3 | 2,471.35 | 1,361.54 | 291.80 | 144.80 | 1.70 | ..... | 1,799.56 | 1,071.79 | 51 | |
| Burlington..... | 3 | 5,109.95 | 1,600.00 | 800.00 | 186.00 | 2.80 | ..... | 2,068.80 | 3,021.15 | 41 | |
| Caldwell..... | 3 | 4,654.01 | 1,500.00 | 200.00 | 284.00 | 5.52 | 212.12 | 2,201.64 | 2,452.37 | 47 | |
| Cawker City..... | 3 | 2,272.35 | 1,300.00 | 212.50 | 238.28 | 3.20 | ..... | 1,753.08 | 510.37 | 77 | |
| Chanute..... | 3 | 5,715.52 | 1,700.00 | 300.00 | 432.17 | 0.48 | ..... | 2,438.05 | 3,276.87 | 43 | |
| Cherokee..... | 3 | 1,088.15 | 1,100.00 | 250.00 | 180.00 | .64 | ..... | 1,543.73 | 142.42 | 92 | |
| Cherry Vale..... | 3 | 3,033.80 | 1,500.00 | 200.00 | 132.00 | 5.20 | ..... | 1,837.20 | 1,796.60 | 51 | |
| Chetopa..... | 3 | 3,407.90 | 1,500.00 | 300.00 | 193.00 | 3.52 | ..... | 1,990.52 | 1,411.38 | 50 | |
| Clay Center..... | 2 | 8,184.51 | 2,000.00 | 1,200.00 | 400.00 | 34.33 | ..... | 3,734.33 | 4,450.18 | 46 | |
| Clifton..... | 3 | 2,025.61 | 1,100.00 | ..... | 107.50 | .48 | ..... | 1,207.08 | 757.03 | 67 | |
| Clyde..... | 3 | 2,019.27 | 1,300.00 | 200.00 | 248.00 | .80 | ..... | 1,748.80 | 870.47 | 67 | |
| Coffeyville..... | 3 | 6,301.15 | 1,700.00 | 850.00 | 153.00 | 5.30 | ..... | 2,158.36 | 4,142.70 | 34 | |
| Colby..... | 3 | 2,084.82 | 1,300.00 | 250.00 | 149.00 | .40 | ..... | 1,099.40 | 395.42 | 82 | |
| Columbia..... | 3 | 5,564.10 | 1,700.00 | 400.00 | 28.23 | 6.72 | ..... | 2,132.95 | 3,431.21 | 38 | |
| Concordia..... | 3 | 6,675.85 | 1,900.00 | 400.00 | 300.00 | 8.08 | ..... | 2,608.08 | 4,067.77 | 39 | |
| Cottonwood Falls..... | 3 | 1,527.18 | 750.00 | 37.50 | 130.50 | 1.28 | ..... | 910.28 | 607.90 | 60 | |
| Council Grove..... | 3 | 3,873.73 | 1,500.00 | 200.00 | 284.00 | 3.12 | ..... | 2,087.12 | 1,786.61 | 54 | |
| Dodge City..... | 3 | 3,508.33 | 1,500.00 | 500.00 | 340.00 | 3.20 | ..... | 2,340.20 | 1,168.13 | 67 | |
| Dorcas..... | 3 | 2,063.10 | 1,400.00 | 150.00 | 265.25 | 4.00 | ..... | 1,819.25 | 843.91 | 68 | |
| Dover..... | 3 | 6,174.24 | 1,800.00 | 500.00 | 52.50 | 8.64 | ..... | 2,361.14 | 3,813.10 | 38 | |
| Edwards..... | 3 | 1,461.30 | 1,100.00 | 100.00 | 188.40 | 1.28 | ..... | 1,380.78 | 414.52 | 77 | |
| Ellis..... | 3 | 3,238.41 | 1,600.00 | 230.00 | 275.00 | 1.60 | ..... | 2,046.60 | 1,231.81 | 63 | |
| Ellsworth..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

Government building.

Delinquent from June 1 to 30, 1894.

Presidential, Oct. 1, 1893.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|--------------------------|--------|-------------------|-------------------|------------------|------------------------|----------------------------|-------------------|-------------------|-------------------|-------------------------------------|-----------------------------|
| KANSAS—continued. | | | | | | | | | | | |
| Neas City..... | 3 | \$1,503.41 | \$825.00 | \$100.00 | \$124.24 | \$0.56 | | \$1,049.90 | \$453.51 | 70 | Presidential, Oct. 1, 1893. |
| Newton..... | 2 | 8,218.95 | 2,000.00 | 1,424.00 | 335.00 | 23.04 | \$3,506.87 | 7,288.91 | 930.04 | 89 | |
| Nickerson..... | 3 | 2,453.73 | 1,200.00 | | 147.01 | 1.62 | | 1,350.25 | 1,103.47 | 55 | |
| Norton..... | 3 | 8,202.30 | 1,400.00 | 350.00 | 157.03 | 2.94 | | 1,909.27 | 1,382.82 | 59 | |
| Oberlin..... | 3 | 2,662.88 | 1,000.00 | 500.00 | 205.25 | 1.08 | | 2,160.20 | 406.60 | 81 | |
| Olathe..... | 3 | 6,191.41 | 1,800.00 | 300.00 | 309.20 | 11.28 | | 2,510.48 | 3,680.93 | 41 | |
| Oswego City..... | 3 | 4,295.07 | 1,800.00 | 200.00 | 273.80 | 5.00 | | 2,079.50 | 2,215.57 | 48 | |
| Oswatimie..... | 3 | 3,741.80 | 1,500.00 | | 218.00 | 5.44 | | 1,723.44 | 2,018.36 | 46 | |
| Osborno..... | 3 | 2,709.07 | 1,400.00 | | 187.50 | 1.52 | | 1,089.02 | 1,620.05 | 62 | |
| Owego..... | 3 | 5,314.18 | 1,700.00 | 250.00 | 145.58 | 8.56 | | 2,104.14 | 3,210.04 | 40 | |
| Ottawa..... | 2 | 11,812.71 | 2,300.00 | 1,400.00 | 375.00 | 24.73 | 3,515.45 | 7,615.18 | 4,197.53 | 64 | |
| Paola..... | 2 | 5,790.28 | 1,700.00 | 250.00 | 122.50 | 7.84 | | 2,080.24 | 3,709.04 | 38 | |
| Parsons..... | 2 | 10,655.31 | 2,000.00 | 1,600.00 | 494.80 | 22.24 | 8,463.11 | 7,979.95 | 2,675.36 | 75 | |
| Peabody..... | 2 | 3,891.84 | 1,500.00 | 150.00 | 278.00 | 3.84 | | 1,931.84 | 1,960.00 | 53 | |
| Phillipsburg..... | 2 | 2,902.03 | 1,400.00 | 187.50 | 255.75 | 1.70 | | 1,845.01 | 1,057.02 | 64 | |
| Pittsburg..... | 2 | 6,188.19 | 2,100.00 | 609.61 | 370.00 | 16.88 | | 3,498.49 | 5,689.70 | 38 | |
| Pleasanton..... | 2 | 2,762.52 | 1,200.00 | 150.00 | 138.00 | 1.68 | | 1,636.68 | 1,125.84 | 59 | |
| Pratt..... | 3 | 2,722.65 | 1,600.00 | 200.00 | 310.25 | 2.48 | | 2,121.73 | 1,600.92 | 64 | |
| Freel..... | 3 | 2,404.86 | 1,400.00 | 100.00 | 223.60 | 2.08 | | 1,765.10 | 1,639.77 | 75 | |
| Sabetha..... | 3 | 2,027.68 | 1,400.00 | | 238.20 | 2.08 | | 1,640.28 | 1,388.80 | 54 | |
| St. John..... | 2 | 2,052.98 | 1,200.00 | 175.00 | 185.75 | 1.60 | | 1,462.35 | 1,590.24 | 71 | |
| St. Marys..... | 2 | 3,144.43 | 2,300.00 | 100.00 | 147.40 | 1.84 | | 1,449.24 | 1,695.21 | 49 | |
| Salina..... | 2 | 14,704.32 | 2,800.00 | 2,052.72 | 448.20 | 112.22 | 3,504.08 | 6,617.27 | 6,147.05 | 58 | |
| Seneca..... | 3 | 4,086.46 | 1,600.00 | 300.00 | 319.63 | 4.46 | | 2,224.11 | 2,461.35 | 47 | |
| Stardford..... | 3 | 2,330.84 | 1,200.00 | 200.00 | 199.85 | 1.92 | | 1,601.47 | 729.37 | 69 | |
| Starling..... | 3 | 1,929.02 | 1,000.00 | 100.00 | 144.05 | 1.12 | | 1,846.17 | 84.85 | 70 | |
| Stockton..... | 3 | 4,273.35 | 1,900.00 | 200.00 | 371.15 | 1.70 | | 2,118.91 | 2,154.44 | 50 | |
| Topeka..... | 2 | 2,253.75 | 1,500.00 | 200.00 | 208.75 | 1.20 | | 1,909.95 | 343.80 | 85 | |
| Valley Falls..... | 1 | 90,831.70 | 3,300.00 | 14,223.07 | 250.00 | 304.28 | 13,602.03 | 31,679.38 | 62,152.38 | 34 | Government building. |
| Valley Falls..... | 3 | 2,902.23 | 1,500.00 | 200.00 | 224.17 | 1.08 | | 1,725.85 | 776.38 | 59 | |
| Wa Keeney..... | 3 | 2,389.76 | 1,600.00 | 400.00 | 251.38 | .88 | | 2,252.26 | 137.50 | 94 | |
| Wanago..... | 3 | 2,881.21 | 1,300.00 | 137.50 | 252.00 | 1.16 | | 1,689.66 | 1,191.55 | 59 | |
| Washington..... | 3 | 4,216.02 | 1,900.00 | 200.00 | 219.80 | 3.92 | | 2,022.82 | 2,222.80 | 48 | |
| Weir..... | 3 | 3,674.80 | 1,500.00 | | 204.00 | 2.72 | | 1,706.72 | 1,968.08 | 48 | |
| Wellington..... | 2 | 8,194.40 | 2,100.00 | 1,296.48 | 249.50 | 84.57 | 2,029.44 | 6,359.97 | 1,834.43 | 78 | |
| Whitola..... | 1 | 41,945.64 | 3,100.00 | 9,900.00 | 155.70 | 179.52 | 13,382.53 | 26,968.05 | 15,983.49 | 09 | Do. |
| Wilson..... | 3 | 1,827.35 | 1,100.00 | | 800.00 | .64 | | 1,256.34 | 571.01 | 62 | |
| Winfield..... | 2 | 12,118.14 | 2,300.00 | 1,825.00 | 78.44 | 78.44 | 4,306.04 | 9,374.48 | 2,743.66 | 77 | |
| Yates Center..... | 3 | 2,617.69 | 1,200.00 | | 215.65 | 3.04 | | 1,643.69 | 1,974.00 | 63 | |
| Total..... | | 798,837.11 | 198,870.40 | 92,149.50 | 34,437.01 | 2,141.53 | 100,535.54 | 437,143.98 | 361,713.53 | 55 | |

KENTUCKY.

| | | | | | | | | | | |
|----------------|---|------------|----------|-----------|----------|----------|-----------|------------|------------|----|
| Ashland | 3 | 6,278.16 | 1,900.00 | 242.89 | 359.91 | 21.20 | ..... | 2,531.10 | 3,747.08 | 40 |
| Augusta | 3 | 2,424.64 | 1,200.00 | 125.00 | 131.86 | 5.28 | ..... | 1,468.26 | 1,854.38 | 41 |
| Bartonsville | 3 | 2,766.00 | 1,200.00 | ..... | 130.00 | 4.08 | ..... | 1,434.08 | 1,431.92 | 42 |
| Bowling Green | 3 | 11,200.86 | 2,100.00 | 200.00 | 700.00 | 36.04 | 8,494.12 | 7,635.16 | 3,614.70 | 43 |
| Carlisle | 3 | 2,829.42 | 1,800.00 | 1,325.00 | 163.80 | 6.24 | ..... | 1,700.04 | 1,124.38 | 44 |
| Carrollton | 3 | 2,740.85 | 1,300.00 | 200.00 | 210.97 | 4.64 | ..... | 1,715.01 | 1,025.24 | 45 |
| Cassiettaburg | 3 | 4,629.06 | 1,700.00 | 150.00 | 300.99 | 12.40 | ..... | 2,163.39 | 2,465.07 | 46 |
| Clinton | 3 | 1,997.85 | 1,000.00 | ..... | 155.00 | 1.36 | ..... | 1,156.36 | 831.49 | 47 |
| Cloverport | 3 | 2,125.93 | 1,100.00 | 240.00 | 118.75 | 1.12 | ..... | 1,454.87 | 666.00 | 48 |
| Covington | 3 | 33,490.34 | 2,900.00 | 4,455.00 | ..... | 344.59 | 11,949.92 | 19,099.51 | 13,790.83 | 49 |
| Cynthiana | 3 | 5,395.70 | 1,700.00 | 800.00 | 348.00 | 15.70 | ..... | 2,363.76 | 3,029.94 | 50 |
| Danville | 3 | 8,131.33 | 2,000.00 | 700.00 | 307.91 | 25.81 | ..... | 3,032.72 | 5,097.61 | 51 |
| Elisabethtown | 3 | 3,432.16 | 1,400.00 | 200.00 | 136.00 | 7.84 | ..... | 1,743.84 | 1,688.32 | 52 |
| Eminence | 3 | 2,843.38 | 1,300.00 | ..... | 100.50 | 4.24 | ..... | 1,404.74 | 1,438.64 | 53 |
| Flemingsburg | 3 | 2,705.79 | 1,200.00 | 200.00 | 136.18 | 4.64 | ..... | 1,543.83 | 1,161.97 | 54 |
| Frankfort | 3 | 16,184.25 | 2,500.00 | 2,290.36 | 255.73 | 97.07 | 4,477.17 | 9,364.00 | 6,819.05 | 55 |
| Franklin | 3 | 3,003.87 | 1,400.00 | 199.80 | 285.73 | 7.84 | ..... | 1,863.37 | 1,140.50 | 56 |
| Fulton | 3 | 3,733.25 | 1,500.00 | 125.00 | 280.00 | 7.44 | ..... | 1,812.44 | 1,820.81 | 57 |
| Georgetown | 3 | 5,208.02 | 1,700.00 | 298.00 | 278.45 | 21.94 | ..... | 2,298.26 | 2,908.63 | 58 |
| Glasgow | 3 | 3,347.07 | 1,000.00 | 400.00 | 246.55 | 6.24 | ..... | 2,052.79 | 1,295.18 | 59 |
| Greenville | 3 | 1,992.67 | 1,000.00 | ..... | 136.00 | 3.36 | ..... | 1,139.36 | 853.31 | 60 |
| Harrodsburg | 3 | 4,961.34 | 1,700.00 | 350.00 | 353.82 | 14.64 | ..... | 2,418.46 | 2,542.88 | 61 |
| Henderson | 3 | 12,644.94 | 2,300.00 | 1,398.61 | 500.00 | 38.70 | 3,512.67 | 7,750.07 | 4,794.87 | 62 |
| Hickman | 3 | 2,298.47 | 1,100.00 | 76.00 | 135.00 | 3.28 | ..... | 1,814.28 | 954.19 | 63 |
| Hopkinsville | 3 | 8,799.98 | 1,900.00 | 400.00 | 414.80 | 19.12 | ..... | 2,733.92 | 6,066.06 | 64 |
| Lancaster | 3 | 2,654.80 | 1,200.00 | 224.25 | 147.12 | 4.08 | ..... | 1,575.45 | 1,079.44 | 65 |
| Lawrenceburg | 3 | 2,582.60 | 1,300.00 | 274.27 | 220.75 | 7.68 | ..... | 1,802.70 | 779.99 | 66 |
| Lebanon | 3 | 4,821.54 | 1,700.00 | 300.00 | 856.73 | 7.12 | ..... | 2,363.85 | 2,457.60 | 67 |
| Lexington | 3 | 43,352.49 | 3,100.00 | 6,000.00 | ..... | 398.24 | 9,948.37 | 20,046.61 | 23,305.88 | 68 |
| London | 3 | 2,259.02 | 1,100.00 | 180.00 | 170.00 | 5.08 | ..... | 1,455.08 | 863.94 | 69 |
| Louisville | 3 | 379,639.91 | 3,800.00 | 60,241.41 | ..... | 2,408.14 | 81,739.55 | 154,189.10 | 225,447.81 | 70 |
| Madisonville | 3 | 3,743.35 | 1,400.00 | ..... | 131.50 | 5.44 | ..... | 1,536.94 | 2,408.41 | 71 |
| Mayfield | 3 | 4,737.88 | 1,600.00 | 450.00 | 281.10 | 7.28 | ..... | 2,338.38 | 2,298.51 | 72 |
| Mayhew | 3 | 10,284.82 | 2,400.00 | 1,500.00 | 700.00 | 39.61 | 2,642.00 | 7,281.61 | 3,003.21 | 73 |
| Middlesboro | 3 | 3,940.57 | 1,700.00 | ..... | 348.00 | 12.72 | ..... | 2,080.72 | 1,883.85 | 74 |
| Midway | 3 | 1,982.20 | 1,000.00 | ..... | 111.73 | 4.32 | ..... | 1,116.05 | 864.15 | 75 |
| Montpelier | 3 | 2,951.96 | 1,101.10 | 112.50 | 135.00 | 1.92 | ..... | 1,350.52 | 913.44 | 76 |
| Mount Sterling | 3 | 6,590.98 | 1,900.00 | 249.88 | 330.00 | 31.86 | ..... | 2,613.92 | 3,978.54 | 77 |
| Newport | 3 | 37,240.10 | 2,700.00 | 3,418.27 | 1,998.19 | 244.11 | 9,898.86 | 17,095.43 | 19,544.87 | 78 |
| Nicholasville | 3 | 3,685.48 | 1,400.00 | ..... | 239.00 | 6.52 | ..... | 1,648.82 | 1,734.96 | 79 |
| Owensboro | 3 | 15,352.81 | 2,600.00 | 2,125.10 | ..... | 46.40 | 4,199.20 | 8,770.70 | 6,781.68 | 80 |
| Paducah | 3 | 20,415.81 | 2,000.00 | 1,000.00 | 413.25 | 187.80 | 4,727.79 | 10,310.52 | 10,108.99 | 81 |
| Paris | 3 | 2,896.37 | 1,000.00 | ..... | 183.90 | 6.04 | ..... | 1,392.14 | 1,568.26 | 82 |
| Pineville | 3 | 2,886.06 | 1,100.00 | 1,000.00 | 270.25 | 6.48 | ..... | 1,882.73 | 1,593.89 | 83 |
| Princeton | 3 | 2,886.32 | 1,400.00 | 200.00 | 351.40 | 27.60 | ..... | 2,078.00 | 2,282.45 | 84 |
| Richmond | 3 | 6,961.45 | 1,800.00 | 500.00 | 850.00 | 147.02 | ..... | 1,859.82 | 2,699.27 | 85 |
| Russellville | 3 | 4,329.91 | 1,800.00 | 200.00 | 830.00 | 12.32 | ..... | 2,531.82 | 2,699.11 | 86 |
| Shelbyville | 3 | 5,197.93 | 1,800.00 | 387.50 | 248.47 | 11.20 | ..... | 1,864.07 | 2,388.61 | 87 |
| Stanford | 3 | 4,373.23 | 1,500.00 | 225.00 | 248.47 | 11.20 | ..... | 1,706.41 | 1,506.84 | 88 |
| Stamford | 3 | 3,212.95 | 1,400.00 | 60.00 | 238.69 | 6.72 | ..... | 1,706.41 | 1,506.84 | 89 |

Government building.

Do

Mail bags, 50 cents.

Government building.

Do.

Delinquent Apr. 1 to 30, 1894.

Government building.

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clark hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------------|--------|-----------------|-----------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| KENTUCKY—continued. | | | | | | | | | | | |
| Uniontown..... | 3 | \$510.10 | \$250.00 | ..... | \$24.37 | \$0.32 | ..... | \$274.09 | \$235.47 | 54 | Presidential, Apr. 1, 1894. |
| Versailles..... | 3 | 5,422.32 | 1,500.00 | \$500.00 | 244.00 | 7.44 | ..... | 1,951.44 | 3,470.88 | 30 | |
| Williamsburg..... | 3 | 2,307.50 | 1,100.00 | 150.00 | 71.83 | 2.80 | ..... | 1,324.03 | 982.96 | 57 | |
| Winchester..... | 3 | 6,283.40 | 1,800.00 | 800.00 | 150.00 | 32.56 | ..... | 2,282.56 | 4,000.84 | 36 | |
| Total..... | | 752,151.02 | 89,351.10 | 101,811.07 | 13,188.14 | 4,380.20 | \$136,677.74 | 345,447.25 | 400,703.77 | 46 | |
| LOUISIANA. | | | | | | | | | | | |
| Alexandria..... | 3 | 5,105.81 | 1,800.00 | 399.99 | 332.51 | 12.72 | ..... | 2,545.22 | 2,560.59 | 50 | |
| Ashm..... | 3 | 1,997.01 | 1,000.00 | ..... | 106.75 | 2.32 | ..... | 1,111.07 | 885.94 | 56 | |
| Baton Rouge..... | 2 | 12,300.92 | 2,300.00 | 1,525.00 | 350.00 | 102.74 | 2,476.67 | 6,754.41 | 5,552.51 | 55 | |
| Bayou Sara..... | 3 | 2,319.01 | 1,100.00 | 150.00 | 102.25 | 4.32 | ..... | 1,416.57 | 902.44 | 01 | |
| Crowley..... | 3 | 2,504.64 | 1,200.00 | 40.00 | 91.32 | 2.56 | ..... | 1,323.88 | 1,170.76 | 53 | |
| Donaldsonville..... | 3 | 3,779.20 | 1,500.00 | 200.00 | 223.30 | 15.60 | ..... | 1,928.90 | 1,840.30 | 51 | |
| Franklin..... | 3 | 4,127.90 | 1,500.00 | 70.80 | 176.65 | 8.80 | ..... | 1,758.25 | 2,369.74 | 43 | |
| Houma..... | 3 | 2,838.12 | 1,200.00 | ..... | 142.50 | 8.76 | ..... | 1,351.26 | 1,486.86 | 48 | |
| Lafayette..... | 3 | 2,679.78 | 1,200.00 | ..... | 123.00 | 6.24 | ..... | 1,229.24 | 1,350.52 | 50 | |
| Lake Charles..... | 3 | 8,611.78 | 1,800.00 | 250.00 | 374.38 | 22.72 | ..... | 2,447.10 | 6,164.68 | 28 | |
| Monroe..... | 3 | 8,154.25 | 1,800.00 | 300.00 | ..... | 11.44 | ..... | 2,111.44 | 6,042.81 | 26 | Government building. |
| Morgan City..... | 3 | 1,854.32 | 825.00 | ..... | 66.00 | 3.81 | ..... | 893.84 | 960.48 | 47 | Presidential, Oct. 1, 1893. |
| Natchitoches..... | 3 | 2,974.77 | 1,400.00 | 250.00 | 122.00 | 4.81 | ..... | 1,693.81 | 1,287.96 | 57 | Mall bags, 25 cents. |
| New Iberia..... | 3 | 5,849.70 | 1,700.00 | 300.00 | 103.50 | 10.88 | ..... | 2,210.38 | 3,639.32 | 38 | |
| New Orleans..... | 3 | 372,045.68 | 3,800.00 | 80,541.43 | 103.50 | 3,625.81 | 111,143.50 | 199,110.74 | 173,934.94 | 53 | Government building. |
| Opelousas..... | 3 | 3,330.22 | 1,600.00 | 37.23 | 14.40 | 14.40 | ..... | 1,451.03 | 1,879.19 | 44 | Do. |
| Patterson..... | 3 | 1,196.71 | 500.00 | ..... | 64.50 | 1.30 | ..... | 868.88 | 690.85 | 47 | Presidential, Jan. 1, 1894. |
| Piquemine..... | 3 | 4,411.12 | 1,000.00 | 150.00 | 208.25 | 19.76 | ..... | 2,076.01 | 2,335.11 | 47 | |
| Ruston..... | 3 | 2,476.02 | 1,000.00 | 175.00 | 135.00 | 1.78 | ..... | 1,411.78 | 3,083.24 | 57 | Mall bags, 50 cents. |
| Shreveport..... | 2 | 17,349.94 | 2,400.00 | 2,385.71 | ..... | 3.00 | 4,115.17 | 8,893.88 | 8,546.06 | 51 | Government building. |
| Thibodaux..... | 3 | 3,697.50 | 1,400.00 | 90.00 | 180.80 | 10.40 | ..... | 1,631.29 | 1,926.21 | 47 | |
| Total..... | | 470,450.47 | 82,425.00 | 86,765.16 | 3,164.80 | 3,900.20 | 117,735.34 | 243,990.56 | 226,459.91 | 52 | |
| MAINE. | | | | | | | | | | | |
| Auburn..... | 2 | 18,847.14 | 2,500.00 | 2,124.00 | 817.75 | 5.85 | 5,277.14 | 10,724.74 | 8,122.40 | 57 | Government building. |
| Augusta..... | 1 | 60,098.80 | 3,200.00 | 20,186.33 | ..... | 276.31 | 6,916.55 | 36,579.19 | 50,110.01 | 38 | Do. |
| Bangor..... | 1 | 40,538.63 | 3,000.00 | 7,096.00 | ..... | 304.27 | 8,190.78 | 19,491.05 | 30,047.58 | 30 | |
| Bar Harbor..... | 3 | 8,121.56 | 1,000.00 | 450.00 | 400.00 | 51.00 | ..... | 2,801.00 | 5,259.08 | 35 | |
| Bath..... | 2 | 13,023.62 | 2,400.00 | 2,274.90 | ..... | 77.44 | 4,316.36 | 9,006.79 | 3,934.83 | 70 | Do. |

| | | | | | | | | | | |
|-----------------------|---|------------|----------|-----------|----------|-------|-----------|-----------|-----------|----|
| Belfast..... | 2 | 11,464.82 | 2,800.00 | 1,700.00 | 168.50 | 10.28 | 2,023.58 | 6,542.80 | 4,921.90 | 57 |
| Berwick..... | 3 | 1,702.53 | 1,000.00 | 1,700.00 | 870.00 | 2.48 | | 1,170.98 | 531.85 | 69 |
| Biddleford..... | 2 | 10,257.87 | 2,200.00 | 1,700.00 | 166.72 | 42.32 | 4,401.70 | 9,214.11 | 1,043.75 | 90 |
| Brewer..... | 2 | 2,088.03 | 1,000.00 | | 166.72 | 7.68 | | 1,174.40 | 1,043.05 | 50 |
| Bridgeton..... | 3 | 2,756.35 | 1,400.00 | 100.00 | 148.00 | 5.68 | | 1,713.68 | 1,042.67 | 62 |
| Bucksport..... | 2 | 8,786.58 | 2,000.00 | 950.00 | 460.00 | 37.73 | | 3,447.73 | 5,338.85 | 39 |
| Calais..... | 3 | 3,381.35 | 1,500.00 | 300.00 | 201.00 | 0.60 | | 2,010.60 | 1,370.75 | 50 |
| Calais..... | 3 | 7,017.94 | 1,900.00 | 800.00 | 410.00 | 10.42 | | 3,120.42 | 3,897.52 | 44 |
| Camden..... | 3 | 3,822.37 | 1,500.00 | 240.90 | 286.00 | 8.96 | | 2,045.01 | 1,778.36 | 53 |
| Caribou..... | 3 | 2,867.86 | 1,300.00 | 250.49 | 218.73 | .08 | | 1,769.30 | 1,098.06 | 62 |
| Cumberland Mills..... | 3 | 2,015.90 | 1,100.00 | | 165.75 | 4.80 | | 1,270.55 | 775.35 | 65 |
| Dexter..... | 3 | 3,084.55 | 1,500.00 | 400.00 | 284.00 | 8.80 | 200.00 | 2,392.80 | 1,301.75 | 62 |
| Dover..... | 3 | 3,704.77 | 1,300.00 | | 139.50 | 4.40 | | 1,443.90 | 2,260.87 | 39 |
| Eastport..... | 3 | 5,461.31 | 1,600.00 | 450.00 | | 0.68 | | 2,059.68 | 3,401.63 | 38 |
| Ellsworth..... | 3 | 5,745.23 | 1,700.00 | 700.00 | | 16.56 | | 2,416.56 | 3,328.67 | 42 |
| Fairfield..... | 3 | 3,589.50 | 1,500.00 | | 220.00 | 9.20 | | 1,738.20 | 1,851.30 | 48 |
| Farmington..... | 3 | 4,484.60 | 1,600.00 | 400.00 | 311.50 | 19.44 | | 2,330.94 | 2,153.66 | 52 |
| Fort Fairfield..... | 3 | 2,917.43 | 1,200.00 | 125.00 | 166.20 | 1.60 | | 1,492.80 | 1,424.54 | 51 |
| Foxcroft..... | 3 | 3,801.85 | 1,500.00 | | 203.50 | 5.76 | | 1,700.26 | 2,092.59 | 45 |
| Freeport..... | 3 | 3,032.97 | 1,400.00 | 150.00 | 178.43 | 5.40 | | 1,733.83 | 1,296.14 | 54 |
| Gardner..... | 2 | 8,202.00 | 2,000.00 | 1,200.00 | 400.00 | 30.07 | | 3,630.97 | 4,562.03 | 44 |
| Hallowell..... | 3 | 4,462.52 | 1,000.00 | | 336.25 | 13.02 | | 1,950.17 | 2,512.35 | 44 |
| Houlton..... | 3 | 0,405.69 | 1,700.00 | 300.00 | 258.00 | 8.32 | | 2,268.32 | 4,220.37 | 35 |
| Kennebunk..... | 3 | 2,997.33 | 1,400.00 | | 166.51 | 0.20 | | 1,575.71 | 1,421.62 | 53 |
| Lewiston..... | 2 | 25,438.23 | 2,700.00 | 3,262.88 | 1,272.30 | 89.65 | 7,050.70 | 14,384.83 | 11,053.40 | 57 |
| Lisbon Falls..... | 3 | 2,147.05 | 1,100.00 | | 177.25 | 4.48 | | 1,281.73 | 885.32 | 60 |
| Livermore Falls..... | 3 | 2,610.50 | 1,200.00 | | 140.52 | 4.08 | | 1,344.60 | 1,274.90 | 51 |
| Machias..... | 3 | 1,958.51 | 1,300.00 | 250.00 | | 4.32 | | 1,554.32 | 1,146.27 | 53 |
| Machias..... | 3 | 1,958.51 | 1,300.00 | 250.00 | 168.75 | 3.81 | | 1,472.50 | 483.92 | 75 |
| Mechanic Falls..... | 3 | 4,106.40 | 1,400.00 | 181.00 | 202.00 | 0.88 | | 1,780.88 | 2,316.52 | 41 |
| North Berwick..... | 3 | 3,830.14 | 1,400.00 | | 130.50 | 5.28 | | 1,555.28 | 2,280.36 | 42 |
| Norway..... | 3 | 4,349.47 | 1,500.00 | 200.00 | 134.00 | 0.20 | | 1,843.20 | 2,506.27 | 56 |
| Oakland..... | 3 | 2,639.62 | 1,200.00 | 200.00 | 107.50 | 5.30 | | 1,512.80 | 1,176.76 | 56 |
| Old Town..... | 3 | 3,970.38 | 1,500.00 | | 232.50 | 11.60 | | 1,765.10 | 2,211.28 | 44 |
| Orono..... | 3 | 2,702.92 | 1,100.00 | | 144.11 | 6.46 | | 1,250.89 | 1,451.34 | 46 |
| Pittsford..... | 3 | 2,624.69 | 1,400.00 | 200.00 | 270.75 | 0.20 | | 1,870.83 | 1,748.01 | 52 |
| Portland..... | 1 | 130,922.28 | 2,400.00 | 24,016.43 | | 84.40 | 21,089.13 | 49,349.07 | 87,573.21 | 50 |
| Presque Isle..... | 3 | 3,113.54 | 1,300.00 | 200.00 | 245.00 | 2.08 | | 1,747.08 | 1,372.50 | 56 |
| Richmond..... | 3 | 2,510.67 | 1,000.00 | 115.00 | | 8.16 | | 1,906.69 | 1,543.98 | 50 |
| Rockland..... | 2 | 14,696.97 | 2,400.00 | 1,600.00 | 243.53 | | 4,424.05 | 8,624.03 | 5,466.92 | 61 |
| Rumford Falls..... | 3 | 541.07 | 1,300.00 | 25.00 | 65.75 | .89 | | 381.63 | 136.44 | 71 |
| Saco..... | 3 | 6,407.21 | 1,800.00 | 300.00 | 402.00 | 24.21 | | 2,526.74 | 3,880.47 | 39 |
| Sanford..... | 3 | 3,316.81 | 1,500.00 | | 298.81 | 8.50 | | 1,706.37 | 1,621.44 | 64 |
| South Berwick..... | 3 | 7,844.70 | 1,900.00 | 300.00 | 460.00 | 21.68 | | 2,681.68 | 5,163.08 | 34 |
| South Paris..... | 3 | 2,576.03 | 1,200.00 | | 196.00 | 5.92 | | 1,403.92 | 1,172.11 | 54 |
| Springvale..... | 3 | 2,375.87 | 1,100.00 | | 170.59 | 4.16 | | 1,275.15 | 1,100.72 | 54 |
| Thomaston..... | 3 | 2,119.98 | 1,100.00 | 125.00 | 150.18 | 6.90 | | 1,352.14 | 1,767.84 | 64 |
| Togus..... | 3 | 2,777.00 | 1,300.00 | 125.00 | 52.00 | 0.04 | | 1,080.04 | 1,696.96 | 61 |
| Topsfield..... | 3 | 1,062.85 | 550.00 | | 73.00 | 1.76 | | 624.70 | 438.09 | 59 |
| Waldoboro..... | 2 | 2,328.44 | 1,200.00 | 174.05 | | 5.52 | | 1,380.51 | 937.93 | 50 |
| Waterville..... | 2 | 12,720.23 | 2,300.00 | 1,400.00 | 600.00 | 40.24 | 2,873.36 | 7,213.00 | 5,500.63 | 57 |
| Westbrook..... | 3 | 4,182.40 | 1,000.00 | 1,000.00 | 300.50 | 0.23 | | 1,000.78 | 2,272.62 | 46 |

Mail bags, 60 cents.

Government building.

Do.
Do.
Presidential, Apr. 1, 1884.Presidential, Jan. 1, 1884.
Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Percent expense to gross receipts. | Remarks. |
|-------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|------------------------------------|--|
| MAINE—continued. | | | | | | | | | | | |
| Winthrop..... | 3 | \$2,350.27 | \$1,300.00 | ..... | \$137.21 | \$3.44 | ..... | \$1,440.05 | \$900.02 | 61 | |
| Woodford..... | 3 | 2,399.70 | 1,100.00 | ..... | 155.50 | 12.24 | ..... | 1,267.74 | 1,132.05 | 53 | |
| Total..... | | 555,805.32 | 94,750.00 | \$75,742.12 | 13,767.94 | 2,185.07 | \$96,772.44 | 253,217.57 | 302,587.75 | 46 | |
| MARYLAND. | | | | | | | | | | | |
| Annapolis..... | 2 | 15,228.29 | 2,100.00 | 1,600.00 | 643.20 | 121.01 | 2,418.88 | 6,883.09 | 8,345.20 | 45 | Government building. Mail bags, \$32.45. |
| Baltimore..... | 1 | 793,227.41 | 6,000.00 | 162,004.46 | 2,512.18 | 9,155.30 | 279,764.29 | 459,436.32 | 333,791.09 | 58 | |
| Bel Air..... | 3 | 3,880.99 | 1,500.00 | 150.00 | 201.00 | 12.64 | ..... | 1,863.64 | 2,017.35 | 48 | |
| Cambridge..... | 3 | 4,975.50 | 1,600.00 | 200.00 | 278.94 | 8.64 | ..... | 2,087.88 | 2,887.62 | 42 | |
| Catonville..... | 3 | 2,615.78 | 1,100.00 | ..... | 146.25 | 17.28 | ..... | 1,263.53 | 1,352.25 | 48 | |
| Centerville..... | 2 | 2,713.51 | 1,500.00 | 200.00 | 129.81 | 6.64 | ..... | 1,830.45 | 1,883.06 | 48 | |
| Chestertown..... | 2 | 2,370.48 | 1,600.00 | 200.00 | 216.88 | 5.84 | ..... | 2,022.82 | 2,347.66 | 46 | |
| Crisfield..... | 2 | 3,188.13 | 1,800.00 | 150.00 | 178.00 | 2.40 | ..... | 1,627.40 | 1,560.73 | 51 | |
| Cumbarland..... | 2 | 21,277.29 | 2,800.00 | 2,400.00 | 700.00 | 143.93 | 4,386.46 | 19,224.39 | 11,052.91 | 48 | |
| Danvers..... | 2 | 6,535.65 | 1,600.00 | 400.00 | 354.72 | 14.80 | ..... | 2,569.53 | 3,966.12 | 39 | |
| Edmon..... | 3 | 4,706.77 | 1,600.00 | 250.00 | 164.17 | 13.82 | ..... | 2,027.69 | 2,682.08 | 45 | |
| Ellicott City..... | 3 | 3,734.22 | 1,400.00 | 125.00 | 225.04 | 9.60 | ..... | 1,739.64 | 1,974.58 | 47 | |
| Emmitsburg..... | 3 | 2,131.56 | 1,100.00 | ..... | 124.14 | 4.08 | ..... | 1,228.22 | 893.36 | 58 | |
| Frederick..... | 3 | 4,488.20 | 1,600.00 | 200.00 | 318.00 | 10.90 | 3,503.17 | 6,583.19 | 6,576.90 | 61 | |
| Frederick..... | 2 | 17,952.03 | 2,500.00 | 2,300.00 | 850.00 | 107.60 | 4,391.26 | 2,128.96 | 2,359.24 | 47 | |
| Frederick..... | 2 | 3,555.57 | 1,600.00 | 150.00 | 145.10 | 13.44 | ..... | 1,048.54 | 7,903.21 | 57 | |
| Laurel..... | 3 | 993.71 | 500.00 | 75.00 | 81.50 | 0.16 | 106.00 | 1,708.68 | 225.05 | 51 | Presidential, Jan. 1, 1894. |
| Leonaconing..... | 3 | 2,661.41 | 1,200.00 | ..... | 156.00 | 4.40 | ..... | 1,860.40 | 1,801.01 | 51 | |
| Oakland..... | 3 | 3,765.61 | 1,400.00 | 400.00 | 165.93 | 13.93 | ..... | 1,979.86 | 1,785.75 | 53 | |
| Pocomoke City..... | 3 | 2,830.74 | 1,300.00 | ..... | 245.00 | 7.12 | ..... | 1,552.12 | 1,278.62 | 53 | |
| Port Deposit..... | 3 | 2,319.77 | 1,200.00 | ..... | 200.00 | 7.28 | ..... | 1,407.28 | 912.49 | 61 | |
| Princess Anne..... | 3 | 2,858.22 | 1,100.00 | 125.00 | 169.00 | 3.08 | ..... | 1,897.68 | 960.54 | 59 | |
| Rockville..... | 3 | 2,691.02 | 1,200.00 | 199.81 | 220.47 | 16.64 | 212.75 | 1,940.67 | 741.35 | 72 | |
| Salisbury..... | 3 | 6,142.32 | 1,700.00 | 175.00 | 324.19 | 10.73 | ..... | 2,200.91 | 3,932.41 | 36 | |
| Snow Hill..... | 3 | 2,417.27 | 1,100.00 | 200.00 | 129.15 | 4.08 | ..... | 1,433.23 | 984.04 | 59 | |
| Sparrows Point..... | 3 | 2,730.34 | 1,600.00 | ..... | 284.00 | 6.08 | ..... | 1,890.08 | 840.26 | 69 | |
| Towson..... | 3 | 2,830.00 | 1,200.00 | 80.00 | 199.99 | 13.76 | ..... | 1,493.45 | 1,336.55 | 53 | |
| Westminster..... | 3 | 5,604.38 | 1,800.00 | 500.00 | 356.78 | 25.12 | ..... | 2,081.90 | 2,522.48 | 48 | |
| Total..... | | 947,209.39 | 45,900.00 | 173,664.27 | 10,709.95 | 9,846.72 | 294,770.81 | 537,017.75 | 409,591.64 | 57 | |

WASSERLOUETTE.

| MASSACHUSETTS. | | Government building. | | Government building. | |
|----------------|--------------|----------------------|------------|----------------------|--------------|
| 3 | 3,082.33 | 1,600.00 | 217.00 | 13.36 | 1,830.36 |
| 3 | 6,703.36 | 1,800.00 | 402.50 | 18.80 | 2,221.30 |
| 3 | 11,374.50 | 2,300.00 | 800.00 | 44.00 | 10,008.12 |
| 3 | 10,903.62 | 2,200.00 | 1,400.00 | 57.11 | 8,979.16 |
| 3 | 10,671.45 | 2,100.00 | 1,300.00 | 68.26 | 3,658.20 |
| 3 | 7,168.30 | 1,700.00 | 208.50 | 61.26 | 1,959.80 |
| 3 | 2,531.64 | 1,000.00 | 145.50 | 6.48 | 1,151.98 |
| 3 | 2,252.84 | 1,200.00 | 158.87 | 10.72 | 1,389.50 |
| 3 | 2,444.65 | 2,000.00 | 420.00 | 26.80 | 8,480.50 |
| 3 | 2,082.84 | 2,300.00 | 208.00 | 7.12 | 1,418.12 |
| 3 | 10,985.76 | 2,300.00 | 675.00 | 5.74 | 0,813.11 |
| 3 | 3,916.49 | 1,100.00 | 176.85 | 4.22 | 1,281.17 |
| 3 | 5,632.16 | 1,800.00 | 276.26 | 68.88 | 2,144.14 |
| 3 | 3,873.90 | 1,600.00 | 321.56 | 16.00 | 1,937.58 |
| 3 | 2,487.26 | 1,200.00 | 155.74 | 4.40 | 1,360.14 |
| 3 | 3,124.55 | 1,400.00 | 180.28 | 6.32 | 1,596.60 |
| 3 | 13,352.20 | 2,400.00 | 800.00 | 84.58 | 10,815.44 |
| 1 | 2,474,771.03 | 0,000.00 | 469,174.68 | 23,396.14 | 1,078,813.86 |
| 3 | 2,671.38 | 1,200.00 | 219.25 | 35.52 | 1,454.77 |
| 1 | 4,203.73 | 1,600.00 | 200.00 | 27.50 | 1,822.56 |
| 1 | 6,035.62 | 3,000.00 | 1,860.00 | 403.54 | 25,475.48 |
| 2 | 2,434.46 | 1,100.00 | 156.46 | 10.64 | 1,268.79 |
| 2 | 7,362.65 | 2,000.00 | 440.00 | 28.28 | 3,368.28 |
| 3 | 3,388.34 | 1,500.00 | 171.75 | 15.12 | 1,811.87 |
| 3 | 2,367.43 | 1,300.00 | 151.65 | 4.24 | 1,455.89 |
| 3 | 9,229.95 | 2,000.00 | 440.90 | 34.24 | 2,584.23 |
| 2 | 9,133.48 | 2,000.00 | 850.00 | 13.90 | 8,243.90 |
| 2 | 10,463.49 | 2,200.00 | 462.50 | 58.76 | 8,223.87 |
| 2 | 5,708.87 | 1,700.00 | 293.27 | 55.30 | 3,000.24 |
| 3 | 5,539.42 | 1,100.00 | 188.00 | 5.68 | 2,048.63 |
| 3 | 5,708.20 | 1,700.00 | 354.17 | 36.00 | 2,260.17 |
| 3 | 4,011.45 | 1,500.00 | 120.00 | 21.92 | 1,263.68 |
| 3 | 5,963.83 | 1,800.00 | 260.00 | 21.68 | 2,260.17 |
| 3 | 8,020.65 | 1,900.00 | 300.00 | 65.04 | 1,641.92 |
| 3 | 1,114.15 | 1,800.00 | 387.45 | 23.12 | 2,181.68 |
| 3 | 1,123.33 | 1,200.00 | 186.00 | 9.12 | 2,525.04 |
| 3 | 2,991.14 | 1,400.00 | 207.81 | 11.44 | 2,210.57 |
| 3 | 3,240.11 | 1,100.00 | 192.50 | 0.56 | 1,365.12 |
| 3 | 3,488.47 | 1,800.00 | 208.55 | 19.68 | 1,619.25 |
| 2 | 12,991.22 | 2,400.00 | 415.00 | 133.47 | 1,299.06 |
| 3 | 4,480.50 | 1,500.00 | 223.00 | 18.10 | 2,028.23 |
| 1 | 56,011.79 | 3,500.00 | 7,160.37 | 354.12 | 10,437.06 |
| 3 | 2,470.51 | 1,100.00 | 144.50 | 8.08 | 2,554.16 |
| 2 | 34,603.99 | 2,800.00 | 1,800.00 | 191.72 | 2,739.43 |
| 3 | 4,535.97 | 1,900.00 | 270.75 | 14.64 | 25,217.91 |
| 3 | 4,943.21 | 1,500.00 | 148.01 | 16.80 | 1,212.58 |
| 3 | 3,322.22 | 1,500.00 | 196.00 | 15.36 | 2,185.81 |
| 3 | 7,124.80 | 1,900.00 | 397.50 | 30.48 | 2,185.81 |
| 3 | 9,443.40 | 2,300.00 | 999.99 | 230.25 | 1,711.36 |
| 2 | 2,440.40 | 1,300.00 | 133.40 | 10.00 | 2,337.98 |
| 3 | 2,440.40 | 1,300.00 | 133.40 | 10.00 | 4,706.82 |
| 3 | 2,440.40 | 1,300.00 | 133.40 | 10.00 | 3,550.24 |
| 3 | 2,440.40 | 1,300.00 | 133.40 | 10.00 | 5,893.16 |
| 3 | 2,440.40 | 1,300.00 | 133.40 | 10.00 | 1,543.45 |

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------------------|
| MASSACHUSETTS—con- tinued. | | | | | | | | | | | |
| Gloucester..... | 2 | \$27,057.08 | \$2,700.00 | \$3,524.00 | ..... | \$98.34 | \$8,528.08 | \$14,851.02 | \$12,816.96 | 54 | Government building. |
| Grafton..... | 3 | 1,997.88 | 1,100.00 | ..... | \$158.90 | 0.00 | ..... | 1,205.90 | 731.98 | 03 | |
| Great Barrington..... | 3 | 7,538.33 | 1,800.00 | 300.00 | 362.50 | 23.20 | ..... | 2,485.70 | 5,047.03 | 33 | |
| Greenfield..... | 3 | 17,324.86 | 2,500.00 | 2,000.00 | 700.00 | 76.01 | 2,287.00 | 7,504.87 | 9,760.20 | 44 | |
| Groton..... | 3 | 2,447.74 | 1,100.00 | ..... | 122.41 | 15.44 | ..... | 1,237.85 | 1,209.89 | 51 | |
| Haverhill..... | 1 | 41,077.03 | 3,000.00 | 6,001.36 | 2,500.00 | 420.07 | 14,026.51 | 26,556.04 | 14,520.80 | 65 | |
| Highlandville..... | 3 | 2,629.39 | 1,100.00 | ..... | 148.00 | 2.72 | ..... | 1,251.72 | 1,377.67 | 49 | |
| Hingham..... | 3 | 4,659.58 | 1,600.00 | 250.00 | 213.00 | 29.52 | ..... | 2,092.52 | 2,567.06 | 45 | |
| Holliston..... | 3 | 3,104.32 | 1,300.00 | ..... | 207.50 | 12.24 | ..... | 1,519.74 | 1,584.58 | 49 | |
| Holyoke..... | 1 | 45,151.86 | 3,100.00 | 6,200.00 | 1,837.30 | 291.71 | 13,447.22 | 24,870.23 | 20,275.63 | 55 | |
| Hopedale..... | 3 | 2,405.68 | 1,300.00 | ..... | 151.90 | 0.70 | ..... | 1,461.75 | 943.93 | 01 | |
| Hopkinton..... | 3 | 2,084.87 | 1,200.00 | ..... | 212.01 | 8.32 | ..... | 1,420.33 | 664.54 | 08 | |
| Hudson..... | 3 | 6,438.73 | 1,800.00 | ..... | 365.00 | 25.60 | ..... | 2,220.60 | 4,218.13 | 34 | |
| Hyannis..... | 3 | 2,823.08 | 1,400.00 | 34.60 | 200.00 | 8.72 | ..... | 1,043.32 | 1,779.76 | 58 | |
| Hydra Park..... | 2 | 20,183.01 | 2,000.00 | 2,400.00 | 900.00 | 131.72 | 5,122.54 | 11,154.26 | 9,028.75 | 55 | |
| Ipswich..... | 3 | 5,085.52 | 1,600.00 | ..... | 109.15 | 25.52 | ..... | 1,817.67 | 3,267.85 | 28 | |
| Lawrence..... | 3 | 41,796.24 | 2,000.00 | 6,320.00 | 2,600.00 | 371.31 | 10,344.96 | 28,630.27 | 13,165.97 | 69 | |
| Lea..... | 3 | 5,114.02 | 1,700.00 | ..... | 733.00 | 13.12 | ..... | 2,046.12 | 3,067.90 | 38 | |
| Leicester..... | 2 | 5,194.10 | 1,600.00 | ..... | 305.00 | 20.06 | 3,066.63 | 7,750.02 | 1,134.22 | 71 | |
| Leominster..... | 2 | 16,044.24 | 2,300.00 | 1,500.00 | 850.00 | 43.30 | ..... | 1,707.42 | 1,878.22 | 48 | |
| Lowell..... | 3 | 3,865.64 | 1,500.00 | ..... | 173.50 | 33.92 | ..... | 54,868.92 | 390,010.88 | 10 | |
| Lynn..... | 1 | 341,596.80 | 2,300.00 | 14,765.20 | 2,800.00 | 1,033.74 | 31,780.98 | 46,086.21 | 33,442.65 | 58 | |
| Malden..... | 2 | 28,721.82 | 2,700.00 | 2,520.00 | 1,210.00 | 357.92 | 12,462.08 | 19,530.00 | 9,191.82 | 08 | |
| Mansfield..... | 3 | 3,296.91 | 1,300.00 | 78.00 | 174.78 | 28.10 | ..... | 1,580.94 | 1,715.97 | 48 | |
| Marblehead..... | 3 | 4,430.83 | 1,500.00 | ..... | 210.82 | 13.92 | ..... | 1,724.74 | 2,706.09 | 37 | |
| Marlboro..... | 3 | 2,353.08 | 2,400.00 | 1,100.00 | 216.65 | 48.72 | ..... | 3,465.37 | 6,860.57 | 80 | |
| Medford..... | 3 | 2,860.38 | 2,400.00 | 1,700.00 | 650.00 | 74.34 | 5,864.93 | 10,519.27 | 2,073.81 | 90 | |
| Methuen..... | 2 | 2,513.03 | 1,200.00 | ..... | 219.25 | 0.04 | ..... | 1,428.29 | 932.00 | 61 | |
| Middleboro..... | 2 | 17,142.13 | 2,400.00 | 1,572.83 | 191.00 | 10.56 | ..... | 1,401.50 | 1,111.47 | 56 | |
| Milford..... | 3 | 19,729.50 | 2,000.00 | 1,972.00 | 700.00 | 125.60 | 5,338.64 | 8,068.14 | 7,333.90 | 57 | |
| Milwaukie..... | 3 | 4,497.20 | 1,500.00 | ..... | 240.50 | 34.56 | 4,430.47 | 9,824.10 | 9,905.34 | 50 | |
| Milton..... | 3 | 2,890.85 | 1,400.00 | ..... | 121.70 | 10.32 | ..... | 1,765.00 | 2,782.20 | 30 | |
| Middleboro..... | 3 | 3,312.06 | 1,400.00 | ..... | 127.00 | 18.72 | ..... | 1,632.02 | 1,357.83 | 55 | |
| Middleboro..... | 2 | 11,496.10 | 2,400.00 | 1,100.00 | 500.00 | 42.44 | 1,890.30 | 5,432.74 | 6,973.45 | 48 | |
| Milford..... | 2 | 10,806.44 | 2,300.00 | 1,700.00 | 900.00 | 71.70 | 3,536.18 | 8,497.04 | 2,308.50 | 70 | |
| Millbury..... | 3 | 3,584.82 | 1,600.00 | 175.00 | 250.00 | 23.60 | ..... | 2,048.00 | 1,546.32 | 57 | |
| Millville..... | 3 | 1,764.62 | 1,000.00 | ..... | 154.00 | 5.44 | ..... | 1,150.44 | 605.08 | 06 | |
| Milton..... | 3 | 6,377.51 | 1,900.00 | ..... | 300.00 | 47.70 | ..... | 2,247.70 | 4,129.75 | 35 | |
| Monson..... | 3 | 4,008.51 | 1,500.00 | ..... | 226.10 | 13.92 | ..... | 1,740.02 | 2,268.49 | 43 | |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------------------|--------|---------------------|-------------------|-------------------|------------------------|----------------------------|-------------------|---------------------|---------------------|-------------------------------------|----------|
| MASSACHUSETTS—continued. | | | | | | | | | | | |
| Walpole..... | 3 | \$3,046.57 | \$1,400.00 | ..... | \$150.00 | \$11.26 | ..... | \$1,561.28 | \$1,485.29 | 51 | |
| Waltham..... | 2 | 22,037.81 | 2,700.00 | \$2,878.02 | 1,550.00 | 223.94 | \$9,716.00 | 17,067.96 | 4,069.85 | 37 | |
| Ware..... | 3 | 7,218.94 | 1,900.00 | ..... | 856.50 | 28.24 | ..... | 2,284.74 | 4,934.20 | 72 | |
| Wareham..... | 3 | 2,603.90 | 1,200.00 | ..... | 140.00 | 10.48 | ..... | 1,350.48 | 1,253.42 | 53 | |
| Warren..... | 3 | 4,154.68 | 1,600.00 | ..... | 240.00 | 19.12 | ..... | 1,859.12 | 2,395.56 | 45 | |
| Watertown..... | 3 | 10,084.91 | 2,200.00 | 1,000.00 | 500.00 | 67.34 | ..... | 3,767.34 | 6,317.57 | 37 | |
| Webster..... | 3 | 7,372.32 | 1,900.00 | ..... | 360.00 | 41.69 | ..... | 2,601.68 | 4,770.64 | 35 | |
| West Acton..... | 3 | 1,780.01 | 1,800.00 | ..... | 145.50 | 2.88 | ..... | 1,748.38 | 31.63 | 98 | |
| Westley..... | 3 | 6,570.78 | 1,800.00 | ..... | 325.00 | 80.16 | ..... | 2,205.16 | 4,365.62 | 34 | |
| Westboro..... | 3 | 7,894.50 | 2,000.00 | ..... | 399.96 | 1.00 | ..... | 3,500.90 | 4,393.63 | 45 | |
| Westfield..... | 2 | 27,222.70 | 2,700.00 | 1,100.00 | 1,150.00 | 111.07 | 4,384.04 | 11,545.11 | 15,677.59 | 43 | |
| West Gardner..... | 3 | 3,416.62 | 1,800.00 | ..... | 298.96 | 11.53 | ..... | 1,898.48 | 3,518.14 | 35 | |
| West Medford..... | 3 | 9,653.29 | 2,000.00 | ..... | 372.40 | 46.48 | ..... | 1,912.88 | 7,740.41 | 52 | |
| West Newton..... | 2 | 3,296.09 | 1,400.00 | 850.00 | 500.00 | 108.40 | ..... | 3,456.40 | 6,194.69 | 86 | |
| Weymouth..... | 3 | 3,653.47 | 1,500.00 | ..... | 270.75 | 22.40 | ..... | 1,693.15 | 1,972.94 | 53 | |
| Whitinsville..... | 3 | 3,626.47 | 1,500.00 | ..... | 213.00 | 4.08 | ..... | 1,717.08 | 2,889.98 | 87 | |
| Whitman..... | 3 | 4,544.50 | 1,700.00 | ..... | 185.99 | 11.44 | ..... | 1,835.22 | 2,699.37 | 43 | |
| Williamstown..... | 3 | 6,079.54 | 1,700.00 | ..... | 208.50 | 26.72 | ..... | 2,034.74 | 4,044.80 | 33 | |
| Winchester..... | 3 | 5,893.77 | 2,400.00 | 250.00 | 238.00 | 15.20 | ..... | 2,953.20 | 3,940.57 | 38 | |
| Winchester..... | 2 | 10,818.58 | 2,400.00 | 750.00 | 600.00 | 33.64 | 2,553.90 | 6,293.64 | 3,904.94 | 61 | |
| Woburn..... | 2 | 13,943.58 | 2,400.00 | 1,400.00 | 1,112.50 | 131.53 | 5,641.14 | 10,485.17 | 3,458.33 | 77 | |
| Wollaston..... | 3 | 4,853.38 | 1,800.00 | ..... | 506.25 | 28.43 | ..... | 1,892.73 | 2,960.65 | 40 | |
| Worcester..... | 1 | 171,727.71 | 3,500.00 | 24,997.60 | 5,406.25 | 1,791.94 | 40,286.09 | 75,978.63 | 95,749.08 | 44 | |
| Total | | 4,694,105.44 | 311,900.00 | 674,440.02 | 106,131.85 | 41,200.10 | 967,175.87 | 2,100,847.84 | 2,593,257.60 | 45 | |
| MICHIGAN. | | | | | | | | | | | |
| Adrian..... | 2 | 17,418.74 | 2,500.00 | 2,900.00 | 716.35 | 86.33 | 4,762.89 | 10,965.87 | 6,453.17 | 63 | |
| Albion..... | 2 | 13,466.00 | 2,400.00 | 1,700.00 | 650.00 | 50.47 | 2,623.30 | 7,398.77 | 6,066.23 | 55 | |
| Allegan..... | 3 | 6,221.80 | 1,600.00 | 200.00 | 400.00 | 7.28 | ..... | 2,407.28 | 3,814.52 | 39 | |
| Alma..... | 3 | 4,043.75 | 1,500.00 | ..... | 232.91 | 4.40 | ..... | 1,738.31 | 2,305.44 | 43 | |
| Alpena..... | 2 | 8,693.27 | 2,100.00 | 1,400.00 | 496.89 | 3.00 | 8,512.40 | 7,505.29 | 1,087.98 | 88 | |
| An Arbor..... | 2 | 28,555.93 | 2,700.00 | 4,300.00 | 1,831.19 | 201.46 | 6,948.65 | 14,691.30 | 13,874.63 | 51 | |
| Au Sable..... | 3 | 2,007.72 | 1,200.00 | ..... | 216.21 | 1.92 | ..... | 1,418.13 | 589.59 | 71 | |
| Bad Axe..... | 3 | 1,088.75 | 1,550.00 | 100.00 | 39.50 | .64 | ..... | 690.14 | 398.61 | 04 | |
| Battle Creek..... | 2 | 36,738.93 | 2,900.00 | 4,800.00 | 1,500.00 | 80.12 | 7,176.12 | 15,066.24 | 20,762.69 | 43 | |
| Bay City..... | 2 | 27,866.10 | 2,700.00 | 3,654.96 | 711.71 | 135.59 | 11,317.33 | 18,419.57 | 9,446.53 | 09 | |
| Belding..... | 3 | 6,137.38 | 1,700.00 | ..... | 277.00 | 2.36 | ..... | 1,980.36 | 3,157.02 | 39 | |

Presidential Jan. 1, 1894.

| | | | | | | | | | | |
|----------------------|---|------------|----------|-----------|----------|----------|------------|------------|------------|-------|
| Benton Harbor..... | 2 | 11,150.04 | 2,300.00 | 1,000.00 | 594.99 | 15.04 | ..... | 3,910.03 | 7,249.01 | 35 |
| Berrien Springs..... | 3 | 1,683.77 | 1,000.00 | ..... | 192.50 | 1.20 | ..... | 1,183.70 | 682.07 | 63 |
| Bessemer..... | 2 | 2,007.91 | 1,500.00 | 200.00 | 209.50 | 1.44 | ..... | 1,910.94 | 696.97 | 73 |
| Big Rapids..... | 2 | 9,268.53 | 2,100.00 | 1,400.00 | 601.00 | 8.56 | ..... | -4,110.48 | 5,198.07 | 44 |
| Billefeld..... | 3 | 2,290.37 | 1,100.00 | ..... | 90.00 | 1.92 | ..... | 1,191.92 | 1,068.45 | 53 |
| Bronson..... | 3 | 1,991.53 | 1,000.00 | 125.00 | 140.00 | 1.72 | ..... | 1,265.72 | 686.81 | 66 |
| Buchanan..... | 3 | 3,760.66 | 1,900.00 | ..... | 283.95 | 4.40 | ..... | 1,758.35 | 2,002.30 | 47 |
| Cailliac..... | 3 | 8,095.20 | 1,900.00 | 400.00 | 456.00 | 9.68 | ..... | 2,767.68 | 5,327.61 | 34 |
| Calumet..... | 2 | 11,009.06 | 2,000.00 | 1,250.00 | 14.00 | 5.53 | ..... | 3,299.53 | 7,738.53 | 30 |
| Caro..... | 2 | 4,283.22 | 1,500.00 | ..... | 284.00 | 4.88 | ..... | 1,788.88 | 2,494.34 | 42 |
| Carson City..... | 3 | 2,200.43 | 1,000.00 | ..... | 119.00 | 1.96 | ..... | 1,119.96 | 1,080.47 | 51 |
| Cass City..... | 3 | 2,285.91 | 1,100.00 | 62.08 | 188.00 | 1.20 | ..... | 1,351.28 | 934.63 | 59 |
| Casopolis..... | 3 | 2,558.97 | 1,400.00 | 200.00 | 95.40 | 2.56 | ..... | 1,097.96 | 1,161.01 | 59 |
| Cedar Springs..... | 3 | 2,166.08 | 1,100.00 | ..... | 144.50 | 1.44 | ..... | 1,245.94 | 920.14 | 58 |
| Charlevoix..... | 3 | 3,150.11 | 1,300.00 | ..... | 223.50 | 2.32 | ..... | 1,525.82 | 1,624.29 | 48 |
| Charlotte..... | 2 | 8,141.31 | 2,000.00 | 1,300.00 | 680.00 | 12.38 | ..... | 3,942.38 | 4,198.93 | 48 |
| Cheboygan..... | 3 | 6,140.56 | 1,700.00 | 200.00 | 392.75 | 6.08 | ..... | 2,298.83 | 3,871.73 | 37 |
| Cheesaning..... | 3 | 2,185.29 | 1,100.00 | 51.66 | 167.50 | 4.48 | ..... | 1,319.64 | 885.65 | 60 |
| Chelsea..... | 3 | 3,638.07 | 1,400.00 | 250.00 | 228.00 | 2.64 | ..... | 1,630.64 | 2,007.43 | 45 |
| Clare..... | 3 | 2,665.71 | 1,400.00 | ..... | 263.75 | 1.84 | ..... | 1,915.50 | 750.14 | 72 |
| Clinton..... | 2 | 2,184.24 | 1,000.00 | 1,900.00 | 104.16 | 1.28 | ..... | 1,165.44 | 1,018.80 | 53 |
| Coldwater..... | 2 | 13,073.20 | 2,300.00 | 1,900.00 | 1,100.00 | 22.51 | 3,390.30 | 8,021.81 | 4,451.30 | 66 |
| Constantine..... | 3 | 2,796.51 | 1,400.00 | ..... | 292.00 | 3.04 | ..... | 1,655.04 | 1,141.47 | 59 |
| Corunna..... | 3 | 7,954.23 | 1,300.00 | 118.00 | 283.96 | 1.92 | ..... | 1,649.92 | 2,304.31 | 42 |
| Crystal Falls..... | 3 | 2,335.19 | 1,500.00 | ..... | 124.72 | 1.20 | ..... | 1,785.16 | 650.03 | 76 |
| Decatur..... | 3 | 2,692.28 | 1,200.00 | ..... | 124.72 | 1.84 | ..... | 1,328.56 | 1,363.72 | 49 |
| Detroit..... | 1 | 514,024.33 | 5,000.00 | 79,314.94 | 1,404.71 | 3,002.14 | 126,286.06 | 215,023.85 | 299,000.48 | 42 |
| Dowagiac..... | 3 | 8,406.56 | 1,900.00 | ..... | 400.00 | 6.00 | ..... | 2,266.00 | 6,040.56 | 28 |
| East Tawas..... | 3 | 2,424.17 | 1,200.00 | ..... | 193.20 | 1.52 | ..... | 1,394.72 | 1,020.45 | 58 |
| Eaton Rapids..... | 3 | 4,059.06 | 1,600.00 | 100.00 | 251.92 | 5.76 | ..... | 1,957.68 | 2,101.38 | 48 |
| Escanaba..... | 2 | 8,411.23 | 2,200.00 | 1,063.23 | 407.40 | 284.29 | 2,154.15 | 6,120.07 | 2,282.16 | 73 |
| Evart..... | 2 | 2,845.67 | 1,300.00 | ..... | 217.20 | 2.56 | ..... | 1,519.76 | 1,323.81 | 53 |
| Fenton..... | 3 | 4,831.81 | 1,600.00 | ..... | 208.00 | 6.64 | ..... | 1,812.64 | 3,019.17 | 38 |
| Flint..... | 2 | 19,433.75 | 2,500.00 | 2,700.00 | 980.00 | 47.31 | 5,264.45 | 11,500.76 | 7,932.99 | 59 |
| Flushing..... | 3 | 2,151.35 | 1,100.00 | ..... | 154.14 | 1.72 | ..... | 1,254.86 | 896.49 | 58 |
| Fort Gratiot..... | 3 | 3,254.88 | 1,500.00 | ..... | 268.30 | 1.28 | ..... | 1,767.58 | 1,488.30 | 54 |
| Fowlerville..... | 3 | 2,419.82 | 1,100.00 | ..... | 197.00 | 1.20 | ..... | 1,298.20 | 951.12 | 58 |
| Frankfort..... | 3 | 1,429.80 | 825.00 | 95.00 | 134.97 | 1.72 | ..... | 1,055.69 | 374.30 | 74 |
| Fremont..... | 3 | 2,925.60 | 1,400.00 | 33.11 | 246.50 | 1.76 | ..... | 1,031.37 | 1,244.23 | 57 |
| Gaylord..... | 3 | 1,951.42 | 1,000.00 | ..... | 83.50 | 1.96 | ..... | 1,094.46 | 856.96 | 56 |
| Gladiolus..... | 3 | 2,892.23 | 1,100.00 | ..... | 180.85 | 7.30 | ..... | 2,513.43 | 1,574.02 | 45 |
| Grand Haven..... | 3 | 6,418.50 | 1,400.00 | 400.00 | 324.95 | 8.48 | ..... | 1,938.21 | 3,987.48 | 39 |
| Grand Lodge..... | 3 | 150,402.83 | 3,500.00 | 19,560.68 | 262.45 | 3.64 | 32,568.14 | 1,608.05 | 1,752.54 | 49 |
| Grand Rapids..... | 1 | 2,481.30 | 1,200.00 | 50.00 | 179.00 | 1.28 | ..... | 2,500.28 | 931.11 | 62 |
| Grayling..... | 3 | 6,181.71 | 1,300.00 | 350.00 | 308.00 | 6.88 | ..... | 2,552.88 | 3,611.83 | 41 |
| Greenville..... | 3 | 6,145.78 | 1,800.00 | ..... | 419.50 | 1.04 | ..... | 2,213.54 | 4,292.24 | 35 |
| Hancock..... | 3 | 2,011.69 | 1,200.00 | 100.00 | 191.10 | 1.96 | ..... | 1,492.15 | 1,119.54 | 57 |
| Hart..... | 3 | 2,006.93 | 1,000.00 | 175.00 | 149.07 | 1.96 | ..... | 1,316.63 | 1,630.70 | 68 |
| Hartford..... | 3 | 6,392.86 | 1,800.00 | 500.00 | 338.00 | 4.96 | ..... | 2,662.96 | 2,999.92 | 48 |
| Hastings..... | 2 | 8,691.95 | 2,200.00 | 1,000.00 | 500.00 | 22.56 | ..... | 7,834.50 | 1,037.43 | 38 |
| Hilldale..... | 2 | 6,534.20 | 2,000.00 | 1,000.00 | 477.90 | 7.93 | ..... | 3,485.43 | 5,048.80 | 41 |
| Holland..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

Government building.

Presidential, Oct. 1, 1893.

Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| MICHIGAN—continued. | | | | | | | | | | | |
| Holly | 3 | \$4,501.91 | \$1,700.00 | | \$208.00 | \$4.32 | | \$1,910.32 | \$2,591.59 | 42 | |
| Hanger | 3 | 2,592.90 | 1,200.00 | \$200.00 | 138.00 | 2.08 | | 1,540.08 | 968.82 | 41 | |
| Houghton | 3 | 6,186.20 | 1,800.00 | | 300.00 | 4.32 | | 2,114.68 | 3,871.88 | 27 | |
| Howell | 3 | 2,981.60 | 1,300.00 | 150.00 | 179.21 | 1.82 | | 1,631.13 | 1,348.87 | 55 | |
| Howard City | 3 | 5,146.31 | 1,700.00 | 200.00 | 206.20 | 7.04 | | 2,203.24 | 2,943.07 | 43 | |
| Hudson | 3 | 5,612.63 | 1,800.00 | 400.00 | 309.50 | 8.16 | | 2,517.06 | 2,994.97 | 46 | |
| Indian City | 3 | 1,300.00 | 1,300.00 | | 160.33 | 1.60 | | 1,461.93 | 1,138.00 | 56 | |
| Ionia | 2 | 12,047.53 | 2,400.00 | 1,420.60 | 858.88 | 18.96 | \$3,540.85 | 6,242.23 | 3,905.24 | 64 | Excess, \$761.58. |
| Iron Mountain | 2 | 2,000.00 | 2,000.00 | 1,150.34 | 730.00 | .08 | 3,506.21 | 7,170.10 | 530.96 | 111 | |
| Ironwood | 2 | 6,645.85 | 2,300.00 | 1,300.00 | 516.75 | 11.04 | 3,042.37 | 7,072.37 | | 103 | Excess, \$229.21. |
| Islepening | 2 | 7,701.02 | 2,300.00 | 1,999.99 | 574.99 | 12.00 | 5,072.37 | 9,959.35 | | 93 | |
| Itasca | 3 | 9,730.14 | 3,500.00 | | 254.00 | 3.68 | | 1,757.08 | 2,348.95 | 43 | |
| Jackson | 1 | 4,107.63 | 3,000.00 | 6,300.00 | 1,668.69 | 218.74 | 10,739.39 | 21,926.82 | 17,876.31 | 53 | |
| Jonesville | 3 | 39,803.13 | 1,400.00 | | 150.00 | 2.56 | | 1,552.56 | 1,193.85 | 57 | |
| Kalamazoo | 1 | 2,746.41 | 3,100.00 | 7,600.00 | | 181.91 | 10,074.86 | 20,936.77 | 35,947.20 | 37 | Government building. |
| Kalamazoo | 3 | 56,903.97 | 1,200.00 | 125.00 | | .96 | | 1,545.21 | 752.05 | 67 | Presidential, Jan. 1, 1894. |
| Kalamazoo | 3 | 2,297.86 | 1,200.00 | 150.00 | 219.25 | | | 1,066.48 | 1,639.50 | 50 | |
| Kalamazoo | 3 | 1,195.57 | 500.00 | | 264.00 | 2.48 | | 1,132.20 | 1,038.05 | 52 | |
| Kalamazoo | 3 | 3,305.98 | 1,000.00 | | 131.80 | .40 | | 18,348.01 | 23,876.91 | 43 | Government building. |
| Lake City | 3 | 2,168.85 | 3,000.00 | 6,222.83 | 1,556.25 | 174.66 | 7,394.27 | 1,965.36 | 3,489.10 | 36 | |
| Lakeview | 3 | 42,224.92 | 1,700.00 | | 258.00 | 7.36 | | 1,388.48 | 934.43 | 60 | |
| Lapeer | 1 | 5,454.55 | 1,700.00 | | 198.00 | .48 | | 1,802.84 | 1,947.82 | 48 | |
| Leelanau | 3 | 2,332.91 | 1,200.00 | | 298.00 | 3.84 | | 3,488.07 | 5,300.91 | 55 | |
| Lowell | 3 | 3,750.66 | 1,500.00 | | 200.00 | 1.12 | | 1,520.53 | 1,242.66 | 55 | |
| Ludington | 2 | 8,788.98 | 2,200.00 | 1,000.00 | 479.83 | 8.24 | | 1,250.07 | 705.72 | 61 | |
| Manitou | 2 | 2,763.19 | 1,200.00 | 1,000.00 | 210.25 | 2.32 | | 9,010.57 | 2,676.97 | 77 | |
| Manitowish | 3 | 2,045.79 | 1,100.00 | | 148.85 | 1.12 | | 1,913.71 | 2,437.14 | 44 | |
| Manistee | 2 | 11,687.54 | 2,300.00 | 1,593.33 | 311.39 | 2.32 | 4,382.89 | 1,205.21 | 786.36 | 62 | |
| Manistique | 3 | 4,350.85 | 1,800.00 | | 164.25 | .96 | | 1,821.91 | 1,215.29 | 60 | |
| Marquette | 3 | 2,051.57 | 1,100.00 | | 104.25 | 1.52 | | 8,726.62 | 7,578.66 | 54 | |
| Marquette | 3 | 3,037.20 | 1,400.00 | 150.42 | 269.97 | 19.43 | 4,208.71 | 1,124.34 | 879.50 | 50 | |
| Marquette | 2 | 16,305.18 | 2,500.00 | 1,998.48 | | .64 | | 4,296.23 | 8,001.30 | 35 | |
| Marquette | 2 | 2,003.84 | 1,000.00 | | 123.70 | 13.72 | | 1,700.31 | 2,038.31 | 45 | |
| Marshall | 3 | 12,207.52 | 2,300.00 | 1,500.00 | 492.50 | 2.88 | | 1,421.01 | 748.45 | 68 | |
| Mason | 3 | 3,738.62 | 1,500.00 | | 297.43 | 1.76 | | 8,800.54 | 4,820.61 | 53 | |
| Mendon | 3 | 2,169.40 | 1,200.00 | | 219.25 | 175.52 | 4,180.00 | 1,292.40 | 668.04 | 65 | |
| Menominee | 2 | 13,717.15 | 2,400.00 | 1,700.00 | 434.83 | .90 | | 1,787.88 | 1,605.10 | 53 | |
| Middleville | 3 | 1,948.50 | 1,000.00 | | 171.50 | 2.88 | | 1,573.74 | 1,885.08 | 64 | |
| Midland | 3 | 3,392.08 | 1,400.00 | 114.75 | 270.25 | 2.94 | | 2,156.61 | 5,311.00 | 37 | |
| Milford | 3 | 2,450.73 | 1,400.00 | | 171.60 | 18.36 | 213.25 | 1,491.70 | 820.04 | 66 | |
| Monroe | 2 | 8,487.01 | 2,000.00 | 600.00 | 323.00 | 1.20 | | | | | |
| Morenci | 3 | 2,312.34 | 1,200.00 | 100.00 | 100.80 | | | | | | |

| | | | | | | | |
|---|-----------|----------|----------|--------|-----------|-----------|------|
| 3 | 7,259.63 | 1,000.00 | 388.50 | 37.60 | 2,326.10 | 4,933.53 | 32 |
| 3 | 5,539.10 | 1,700.00 | 300.00 | 6.24 | 2,237.35 | 2,212.55 | 40 |
| 3 | 20,477.10 | 2,700.00 | 820.00 | 46.68 | 15,831.23 | 2,245.86 | 70 |
| 3 | 2,735.01 | 1,100.00 | 158.71 | 1.52 | 1,980.23 | 1,484.78 | 46 |
| 3 | 5,665.38 | 1,800.00 | 249.90 | 0.72 | 2,453.54 | 3,232.04 | 77 |
| 3 | 1,640.25 | 1,100.00 | 103.44 | 0.72 | 1,418.90 | 400.60 | 63 |
| 3 | 1,919.17 | 1,100.00 | 100.00 | 15.44 | 2,515.44 | 632.45 | 63 |
| 3 | 7,193.08 | 1,900.00 | 300.00 | 4.32 | 2,044.70 | 4,077.64 | 33 |
| 3 | 3,710.36 | 1,500.00 | 227.34 | 4.32 | 1,731.66 | 2,044.70 | 46 |
| 3 | 3,086.50 | 1,500.00 | 292.19 | 1.20 | 1,763.39 | 1,233.11 | 58 |
| 3 | 2,205.13 | 1,200.00 | 170.44 | 1.30 | 1,371.80 | 732.33 | 63 |
| 3 | 2,985.13 | 1,100.00 | 164.50 | 1.20 | 1,265.70 | 1,319.43 | 49 |
| 3 | 2,739.45 | 1,400.00 | 151.50 | 1.92 | 1,553.42 | 1,198.03 | 57 |
| 3 | 3,002.16 | 1,500.00 | 242.75 | 2.80 | 1,740.55 | 1,232.61 | 58 |
| 3 | 3,315.67 | 1,400.00 | 202.00 | 2.80 | 1,604.80 | 1,710.87 | 48 |
| 3 | 15,199.08 | 2,400.00 | 687.50 | 36.39 | 3,595.00 | 8,028.80 | 70 |
| 3 | 2,260.57 | 1,200.00 | 148.00 | 3.28 | 1,476.28 | 7,170.70 | 53 |
| 3 | 3,330.80 | 1,500.00 | 217.71 | 2.48 | 1,720.19 | 1,610.61 | 52 |
| 3 | 3,518.97 | 1,300.00 | 181.00 | 1.28 | 1,631.97 | 887.00 | 65 |
| 3 | 8,131.61 | 2,000.00 | 600.00 | 9.44 | 3,019.44 | 5,112.17 | 37 |
| 3 | 3,012.57 | 1,300.00 | 203.50 | 3.20 | 1,006.70 | 1,405.87 | 53 |
| 3 | 2,186.36 | 1,100.00 | 154.13 | 3.12 | 1,257.25 | 929.11 | 58 |
| 2 | 10,951.03 | 2,300.00 | 499.75 | 20.61 | 2,648.05 | 6,608.61 | 61 |
| 2 | 23,092.68 | 2,000.00 | 3,500.00 | 60.80 | 6,008.07 | 12,228.56 | 52 |
| 3 | 3,598.63 | 1,400.00 | 200.00 | 2.00 | 1,849.00 | 1,739.74 | 52 |
| 3 | 2,543.34 | 1,300.00 | 285.40 | 1.90 | 1,546.60 | 996.74 | 61 |
| 3 | 2,663.81 | 1,700.00 | 242.00 | 1.20 | 1,338.70 | 581.00 | 78 |
| 3 | 2,170.10 | 2,000.00 | 137.50 | 3.44 | 1,338.70 | 979.00 | 68 |
| 3 | 4,020.57 | 1,500.00 | 258.30 | 3.04 | 1,886.74 | 1,996.96 | 58 |
| 3 | 3,233.34 | 1,400.00 | 223.92 | 3.04 | 1,620.96 | 2,133.83 | 47 |
| 1 | 48,014.00 | 3,100.00 | 6,063.57 | 317.83 | 14,202.03 | 20,500.83 | 57 |
| 2 | 15,633.01 | 2,500.00 | 849.99 | 57.43 | 12,631.33 | 3,001.63 | 51 |
| 2 | 3,473.40 | 1,400.00 | 200.00 | 4.31 | 1,871.33 | 1,602.07 | 84 |
| 3 | 3,115.25 | 1,000.00 | 212.45 | 3.20 | 2,045.65 | 1,009.60 | 66 |
| 3 | 8,094.12 | 1,900.00 | 622.00 | 9.26 | 2,945.65 | 4,758.80 | 41 |
| 3 | 7,077.31 | 1,800.00 | 340.90 | 11.68 | 2,261.58 | 4,933.73 | 31 |
| 3 | 3,758.60 | 1,800.00 | 284.00 | 3.44 | 2,267.43 | 1,471.50 | 01 |
| 3 | 2,530.94 | 1,000.00 | 126.60 | 1.70 | 1,254.70 | 998.18 | 56 |
| 2 | 9,065.19 | 2,100.00 | 400.00 | 12.00 | 3,772.90 | 0,212.20 | 38 |
| 3 | 2,402.47 | 1,100.00 | 104.05 | .80 | 1,268.45 | 1,197.62 | 50 |
| 3 | 4,511.28 | 1,500.00 | 235.90 | 3.08 | 1,938.58 | 2,571.70 | 43 |
| 3 | 2,448.43 | 1,300.00 | 221.04 | 7.04 | 1,522.08 | 925.75 | 02 |
| 3 | 5,757.68 | 1,800.00 | 310.00 | 5.68 | 2,417.04 | 3,340.54 | 42 |
| 3 | 5,370.80 | 1,700.00 | 257.00 | 5.68 | 1,963.07 | 3,410.13 | 37 |
| 3 | 1,098.26 | 1,300.00 | 165.00 | .50 | 2,068.66 | 522.70 | 74</ |

Government building.

Mail bags, 50 cents.
Mail bags, 25 cents.

Mail bags, 25 cents.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------------|--------|---------------------|-------------------|-------------------|------------------------|----------------------------|-------------------|-------------------|-------------------|-------------------------------------|----------|
| MICHIGAN—continued. | | | | | | | | | | | |
| West Branch | 3 | \$2,318.70 | \$1,100.00 | ..... | \$179.98 | \$1.04 | ..... | \$1,280.97 | \$1,037.73 | 55 | |
| Whitehall | 3 | 2,250.65 | 1,200.00 | ..... | 167.00 | .80 | ..... | 1,367.87 | 889.05 | 61 | |
| White Pigeon | 3 | 1,937.75 | 1,100.00 | ..... | 174.20 | 1.53 | ..... | 1,275.73 | 662.03 | 58 | |
| Williamson | 3 | 2,501.02 | 1,300.00 | ..... | 143.75 | 1.92 | ..... | 1,445.67 | 1,055.95 | 56 | |
| Windsor | 3 | 2,560.59 | 1,200.00 | ..... | 219.25 | 4.56 | ..... | 1,423.81 | 1,136.77 | 56 | |
| Yale | 3 | 2,018.31 | 1,000.00 | \$125.00 | 155.84 | .32 | ..... | 1,281.16 | 737.15 | 63 | |
| Ypsilanti | 2 | 12,968.55 | 2,400.00 | 1,800.00 | 542.07 | 38.25 | \$3,937.52 | 8,717.84 | 4,250.71 | 67 | |
| Total | | 1,739,539.65 | 266,875.00 | 199,787.53 | 56,203.92 | 0,570.33 | 314,594.06 | 844,030.84 | 895,508.81 | 49 | |
| MINNESOTA. | | | | | | | | | | | |
| Ada | 3 | 2,289.37 | 1,200.00 | 115.00 | 188.85 | ..... | ..... | 1,503.35 | 786.02 | 66 | |
| Adrian | 3 | 2,300.38 | 1,200.00 | 187.50 | 1.12 | ..... | ..... | 1,388.62 | 911.76 | 60 | |
| Aitkin | 3 | 2,352.51 | 1,000.00 | ..... | 160.00 | 1.20 | ..... | 1,170.20 | 1,182.31 | 50 | |
| Albert Lea | 2 | 8,989.97 | 2,000.00 | 1,100.00 | 460.00 | 8.48 | ..... | 3,568.48 | 5,421.49 | 40 | |
| Alexandria | 3 | 4,183.82 | 1,500.00 | 100.00 | 231.60 | 2.88 | ..... | 1,834.48 | 2,349.34 | 44 | |
| Anoka | 3 | 5,538.67 | 1,700.00 | 200.00 | 355.50 | 12.24 | ..... | 2,297.74 | 3,270.93 | 41 | |
| Appleton | 2 | 2,627.90 | 1,300.00 | ..... | 169.50 | 1.76 | ..... | 1,471.26 | 1,156.64 | 56 | |
| Austin | 2 | 10,189.84 | 2,100.00 | 1,200.00 | 478.00 | 11.20 | ..... | 3,789.20 | 6,400.64 | 37 | |
| Barnesville | 3 | 1,849.63 | 1,000.00 | ..... | 164.00 | 1.60 | ..... | 1,165.60 | 834.03 | 63 | |
| Benson | 3 | 2,729.07 | 1,300.00 | 150.00 | 215.50 | 1.76 | ..... | 1,667.26 | 1,061.81 | 61 | |
| Blue Earth City | 3 | 3,405.83 | 1,400.00 | 150.00 | 270.75 | 3.36 | ..... | 1,824.11 | 1,581.72 | 57 | |
| Brainerd | 3 | 7,842.55 | 1,900.00 | 500.00 | 459.96 | 7.84 | ..... | 2,867.80 | 4,975.75 | 34 | |
| Brown Valley | 3 | 1,813.98 | 1,000.00 | 25.00 | 159.34 | .32 | ..... | 1,184.66 | 629.32 | 65 | |
| Caledonia | 3 | 1,030.59 | 500.00 | ..... | 80.75 | .48 | ..... | 581.23 | 449.36 | 56 | |
| Candy | 3 | 2,036.81 | 1,000.00 | 76.00 | 153.75 | 1.68 | ..... | 1,210.21 | 896.58 | 60 | |
| Cannon Falls | 3 | 2,421.11 | 1,100.00 | ..... | 125.00 | 1.68 | ..... | 1,226.68 | 1,194.43 | 61 | |
| Chaska | 3 | 2,442.26 | 1,200.00 | ..... | 210.88 | 2.64 | ..... | 1,412.56 | 1,029.72 | 58 | |
| Cloquet | 3 | 7,795.61 | 1,600.00 | ..... | 311.25 | 6.68 | ..... | 1,913.80 | 5,881.81 | 26 | |
| Crookston | 3 | 7,706.89 | 2,200.00 | 1,200.00 | 480.00 | 22.93 | ..... | 3,902.93 | 3,803.46 | 51 | |
| Detroit City | 3 | 3,985.65 | 1,400.00 | 200.00 | 243.25 | 2.40 | ..... | 1,845.65 | 2,140.00 | 55 | |
| Duluth | 1 | 79,776.12 | 3,300.00 | 10,784.46 | 2,000.00 | 468.42 | 17,989.09 | 34,559.97 | 45,216.15 | 43 | |
| Ely | 3 | 2,836.19 | 1,300.00 | ..... | 234.00 | .94 | ..... | 1,534.04 | 1,302.22 | 66 | |
| Farmington | 3 | 3,794.08 | 1,400.00 | 200.00 | 270.75 | 2.48 | ..... | 1,873.23 | 1,920.85 | 57 | |
| Faribault | 3 | 12,984.24 | 2,300.00 | 1,700.00 | 848.12 | 16.33 | 2,522.90 | 7,338.33 | 5,645.93 | 40 | |
| Farquhar Falls | 3 | 8,898.71 | 2,000.00 | 1,000.00 | 271.18 | 8.10 | ..... | 3,379.28 | 5,519.48 | 40 | |
| Glencoe | 3 | 4,605.02 | 1,500.00 | 100.00 | 299.00 | 4.89 | ..... | 1,993.88 | 2,611.14 | 43 | |
| Granite Falls | 3 | 3,725.03 | 1,500.00 | 100.00 | 230.00 | .80 | ..... | 1,630.85 | 2,094.18 | 46 | |
| Hastings | 3 | 4,734.79 | 1,800.00 | 200.00 | 836.76 | 9.84 | ..... | 2,140.59 | 2,494.20 | 40 | |
| Hutchinson | 3 | 7,736.10 | 1,900.00 | 125.00 | 345.00 | 2.33 | ..... | 1,672.32 | 6,063.84 | 61 | |

Presidential, Jan. 1, 1894.

| | | | | | | | | |
|----------------|------------|----------|-----------|----------|----------|------------|------------|----|
| Jackson | 2,530.61 | 1,200.00 | 120.00 | 187.12 | 1.08 | 1,508.80 | 1,017.81 | 60 |
| Kaeson | 2,160.40 | 1,000.00 | 76.00 | 104.00 | 1.36 | 1,181.30 | 1,084.10 | 54 |
| Lake City | 3,083.60 | 1,700.00 | | 328.98 | 7.52 | 2,036.50 | 4,047.10 | 83 |
| Lake Crystal | 2,048.48 | 1,100.00 | | 186.25 | 1.76 | 1,280.01 | 1,758.47 | 64 |
| Le Sueur | 2,820.51 | 1,400.00 | 175.00 | 211.50 | 4.56 | 1,701.06 | 1,026.48 | 50 |
| Litchfield | 4,290.11 | 1,600.00 | 250.00 | 266.00 | 6.52 | 2,150.52 | 2,130.80 | 38 |
| Little Falls | 3,617.38 | 1,800.00 | 200.00 | 363.12 | 6.40 | 2,369.52 | 3,606.80 | 60 |
| Long Prairie | 2,123.12 | 1,100.00 | | 165.50 | 1.20 | 1,266.70 | 856.42 | 42 |
| Lverne | 4,331.65 | 1,600.00 | | 235.00 | 2.96 | 1,837.96 | 2,493.69 | 60 |
| Madalia | 3,046.41 | 1,300.00 | | 245.00 | 2.16 | 1,547.16 | 1,496.25 | 51 |
| Madison | 1,786.65 | 1,001.09 | | 149.81 | 1.20 | 1,157.10 | 1,634.55 | 64 |
| Mankato | 19,016.28 | 2,500.00 | 2,000.00 | 1,200.00 | 62.03 | 11,084.75 | 8,821.53 | 57 |
| Marshall | 3,856.75 | 1,500.00 | 150.00 | 233.25 | 2.56 | 1,885.81 | 1,970.94 | 49 |
| Minneapolis | 451,701.30 | 4,000.00 | 66,074.05 | 1,250.00 | 3,097.66 | 177,507.11 | 274,194.28 | 39 |
| Monticello | 3,953.64 | 1,700.00 | | 297.50 | 2.48 | 1,999.98 | 1,983.66 | 50 |
| Moorehead | 6,844.28 | 1,800.00 | 200.00 | 384.50 | 7.36 | 2,401.86 | 4,442.42 | 35 |
| Morris | 3,621.46 | 1,500.00 | 200.00 | 201.50 | 3.92 | 1,995.42 | 1,826.04 | 60 |
| New Ulm | 5,328.47 | 1,700.00 | 100.00 | 355.50 | 6.88 | 2,162.38 | 3,466.09 | 38 |
| North St. Paul | 1,814.90 | 1,000.00 | | 151.00 | 2.50 | 1,153.56 | 661.34 | 64 |
| Northfield | 7,149.05 | 1,900.00 | 250.00 | 307.88 | 10.48 | 2,468.86 | 4,680.08 | 35 |
| Ontonville | 2,063.18 | 1,100.00 | 150.00 | 187.00 | 1.68 | 1,438.08 | 629.50 | 70 |
| Owatonna | 8,835.40 | 1,900.00 | 225.00 | 385.00 | 12.40 | 2,472.40 | 5,803.09 | 30 |
| Pipe Stone | 4,104.90 | 1,000.00 | 200.00 | 319.25 | 3.24 | 2,121.80 | 1,962.77 | 52 |
| Plainview | 1,931.67 | 1,000.00 | 30.00 | 153.81 | 1.68 | 1,184.13 | 745.64 | 61 |
| Red Wing | 2,627.20 | 1,200.00 | 150.00 | 219.25 | 1.68 | 1,570.93 | 1,056.27 | 60 |
| Redwood Falls | 12,030.75 | 2,300.00 | 1,300.00 | 1,055.00 | 34.76 | 7,823.63 | 4,707.12 | 01 |
| Rochester | 8,464.27 | 1,500.00 | 1,400.00 | 277.50 | 2.80 | 1,930.30 | 1,563.87 | 55 |
| St. Charles | 9,722.99 | 1,200.00 | 1,200.00 | 1,192.00 | 1.60 | 1,513.00 | 1,209.39 | 67 |
| St. Cloud | 12,938.82 | 2,400.00 | 1,700.00 | 1,106.00 | 81.15 | 9,211.05 | 3,727.77 | 71 |
| St. James | 3,534.22 | 1,400.00 | 200.00 | 270.75 | 2.10 | 1,872.91 | 1,661.31 | 53 |
| St. Paul | 394,873.47 | 2,900.00 | 58,801.14 | 250.00 | 2,347.00 | 159,169.64 | 195,703.83 | 45 |
| St. Peter | 3,524.82 | 1,700.00 | 400.00 | 335.50 | 4.56 | 2,460.04 | 3,064.68 | 45 |
| Sauk Center | 2,839.72 | 1,600.00 | 500.00 | 327.25 | 0.72 | 2,183.97 | 2,055.75 | 52 |
| Shakopee | 2,808.70 | 1,300.00 | 200.00 | 177.84 | 4.50 | 1,692.50 | 1,198.20 | 60 |
| Slavton | 1,924.82 | 1,000.00 | 150.00 | 171.00 | 0.64 | 1,321.70 | 1,003.22 | 09 |
| Sleepy Eye | 3,034.39 | 1,400.00 | 100.00 | 172.00 | 2.32 | 1,674.32 | 1,389.68 | 58 |
| Springfield | 2,050.23 | 1,000.00 | | 125.50 | 0.64 | 1,126.14 | 924.00 | 55 |
| Spring Valley | 3,494.08 | 1,400.00 | | 232.44 | 2.24 | 1,834.66 | 1,636.40 | 53 |
| Staples | 2,473.20 | 1,100.00 | | 166.50 | 2.08 | 1,268.54 | 1,204.62 | 51 |
| St. Anthony | 14,328.28 | 2,400.00 | 2,199.50 | 1,500.00 | 53.97 | 11,383.18 | 2,943.10 | 79 |
| Tracy | 2,944.60 | 1,500.00 | | 299.00 | 2.04 | 1,801.64 | 1,143.05 | 61 |
| Two Harbors | 3,466.60 | 1,400.00 | 200.00 | 142.00 | 3.28 | 1,745.28 | 1,721.32 | 50 |
| Wabasha | 3,221.69 | 1,100.00 | | 186.75 | 1.44 | 1,288.19 | 996.23 | 58 |
| Wadena | 3,399.49 | 1,400.00 | 200.00 | 252.00 | 6.12 | 1,857.12 | 1,642.37 | 55 |
| Warren | 3,496.51 | 1,500.00 | 200.00 | 233.50 | 1.44 | 1,934.94 | 1,901.57 | 65 |
| Waseca | 2,177.00 | 1,200.00 | 100.00 | 105.00 | 3.62 | 1,498.62 | 1,709.28 | 67 |
| Waseca | 4,565.26 | 1,500.00 | 150.00 | 267.50 | 8.88 | 1,926.38 | 2,638.88 | 42 |
| Waterville | 2,687.10 | 1,200.00 | 150.00 | 162.00 | 2.40 | 1,514.40 | 1,172.90 | 50 |
| West | 3,211.63 | 1,300.00 | 150.00 | 230.00 | 2.32 | 1,082.32 | 1,920.81 | 52 |
| West Duluth | 5,472.20 | 1,800.00 | 400.00 | 422.50 | 6.88 | 2,620.38 | 2,812.82 | 48 |

Delinquent from Oct. 1 to Nov. 30, 1898.

Government building.

Government building.

Mail bags, 50 cents.

REPORT OF THE POSTMASTER-GENERAL.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-----------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------------------|
| MINNESOTA—continued. | | | | | | | | | | | |
| Willmar..... | 3 | \$4,922.19 | \$1,700.00 | \$200.00 | \$285.50 | \$3.52 | | \$2,189.02 | \$2,732.17 | 44 | |
| Windom..... | 3 | 3,297.93 | 1,400.00 | 100.00 | 257.25 | 1.02 | | 1,750.17 | 1,538.76 | 53 | |
| Winnebago City..... | 3 | 3,148.28 | 1,400.00 | 185.64 | 124.18 | 3.08 | | 1,714.50 | 1,432.78 | 54 | |
| Winona..... | 2 | 28,863.98 | 2,700.00 | 4,125.00 | | 98.04 | \$5,922.83 | 15,846.77 | 13,017.21 | 55 | Government building. |
| Worthington..... | 3 | 4,401.58 | 1,600.00 | 112.50 | 232.72 | 3.03 | | 1,948.90 | 2,452.68 | 44 | |
| Zumbrota..... | 3 | 2,563.94 | 1,200.00 | 100.00 | 167.50 | 1.80 | | 1,463.30 | 1,095.64 | 57 | |
| Total..... | | 1,282,497.50 | 134,801.00 | 104,198.25 | 28,783.91 | 6,581.20 | 245,546.45 | 579,910.90 | 702,586.60 | 45 | |
| MISSISSIPPI. | | | | | | | | | | | |
| Aberdeen..... | 3 | 3,604.25 | 1,500.00 | 250.00 | 135.30 | 9.20 | | 1,759.20 | 1,835.05 | 48 | Government building. |
| Bay St. Louis..... | 3 | 2,737.03 | 1,300.00 | | 291.50 | 23.84 | | 1,459.24 | 1,277.79 | 53 | Mail bags, 50 cents. |
| Biloxi..... | 3 | 4,280.33 | 1,500.00 | | 247.70 | 46.56 | | 1,838.06 | 2,451.27 | 43 | |
| Brookhaven..... | 3 | 3,256.69 | 1,500.00 | 200.00 | 267.25 | 5.20 | | 1,952.99 | 1,303.70 | 60 | |
| Canton..... | 3 | 3,758.21 | 1,500.00 | 225.00 | 163.25 | 8.80 | | 2,001.05 | 1,757.16 | 53 | |
| Clarksdale..... | 3 | 2,221.87 | 1,100.00 | 200.00 | 132.25 | 5.04 | | 1,468.29 | 753.58 | 66 | |
| Columbus..... | 3 | 6,216.12 | 1,800.00 | 500.00 | 325.84 | 11.92 | | 2,444.82 | 3,771.30 | 39 | |
| Corinth..... | 3 | 3,410.86 | 1,500.00 | 300.00 | 235.84 | 5.10 | | 2,041.00 | 1,375.86 | 59 | Mail bags, 25 cents. |
| Crystal Springs..... | 3 | 2,694.77 | 1,300.00 | | 131.30 | 1.93 | | 1,433.23 | 1,265.54 | 53 | Mail bags, 25 cents. |
| Durant..... | 3 | 2,135.03 | 1,000.00 | 100.00 | 151.87 | 2.56 | | 1,254.43 | 880.60 | 59 | |
| Greenville..... | 3 | 9,310.98 | 2,200.00 | 1,500.00 | 380.00 | 30.10 | 2,267.61 | 6,357.77 | 2,953.21 | 56 | |
| Greenwood..... | 3 | 3,180.31 | 1,500.00 | 60.56 | 212.10 | 5.60 | | 1,787.20 | 1,402.15 | 55 | |
| Grenada..... | 3 | 3,422.70 | 1,500.00 | 250.00 | 257.39 | 4.95 | | 2,012.34 | 1,410.36 | 52 | |
| Hazlehurst..... | 3 | 2,822.05 | 1,300.00 | | 173.05 | 4.00 | | 1,477.05 | 1,345.00 | 52 | |
| Holly Springs..... | 3 | 3,000.60 | 1,500.00 | 450.00 | 269.98 | 4.32 | 4,232.14 | 2,224.31 | 1,476.29 | 60 | |
| Jackson..... | 2 | 15,395.03 | 2,400.00 | | 95.05 | 95.05 | | 8,937.03 | 6,458.00 | 58 | Government building. |
| Kosciusko..... | 3 | 2,922.07 | 1,300.00 | 2,188.84 | 168.26 | 4.15 | | 1,872.36 | 1,049.71 | 64 | Mail bags, 10 cents. |
| Lafayette..... | 3 | 1,950.91 | 1,000.00 | 300.05 | 148.43 | 2.74 | | 1,151.17 | 808.74 | 59 | |
| Lexington..... | 3 | 2,976.03 | 1,300.00 | | 170.00 | 5.84 | | 1,475.84 | 1,500.19 | 50 | |
| Macomb..... | 3 | 2,803.72 | 1,300.00 | 150.00 | 109.20 | 3.00 | | 1,613.50 | 1,290.22 | 56 | |
| Meridian..... | 2 | 10,823.58 | 2,500.00 | 2,200.00 | 690.20 | 61.20 | 4,224.14 | 9,683.63 | 7,147.87 | 58 | |
| Natchez..... | 2 | 15,165.90 | 2,500.00 | 2,108.32 | 692.50 | 66.00 | 2,919.95 | 8,217.43 | 6,968.56 | 54 | |
| Oakland..... | 3 | 2,304.00 | 1,100.00 | 100.00 | 141.35 | 1.85 | | 1,343.20 | 880.80 | 61 | Mail bags, 25 cents. |
| Oxford..... | 3 | 2,972.37 | 1,400.00 | 100.99 | | 6.86 | | 1,606.85 | 1,365.52 | 54 | Government building. |
| Pase Christian..... | 3 | 2,038.06 | 1,200.00 | | 202.00 | 21.44 | | 1,423.44 | 675.62 | 68 | Mail bags, 30 cents. |
| Port Gibson..... | 3 | 2,548.00 | 1,500.00 | | 180.10 | 3.28 | | 1,032.38 | 1,505.68 | 47 | |
| Scranton..... | 3 | 2,411.50 | 1,200.00 | 220.00 | 135.00 | 5.00 | | 1,560.00 | 850.00 | 65 | |
| Shreveport..... | 3 | 2,460.23 | 1,300.00 | 100.00 | 121.00 | 2.80 | | 1,622.80 | 937.87 | 61 | |
| Tupelo..... | 3 | 2,600.12 | 1,200.00 | 300.00 | 170.00 | 2.80 | | 1,673.70 | 1,126.42 | 60 | |

Government building.

| | | | | | | | | | | |
|------------------------|---|------------|-----------|-----------|--------|-----------|-----------|-----------|----|----------------------|
| Vicksburg..... | 2 | 22,129.86 | 2,000.00 | 3,700.00 | 104.08 | 0,450.21 | 12,803.29 | 9,206.57 | 58 | Government building. |
| Water Valley..... | 3 | 3,053.11 | 1,500.00 | 75.00 | 2.00 | | 1,782.05 | 1,871.06 | 49 | |
| Wesson..... | 3 | 3,092.92 | 1,400.00 | 150.00 | 4.88 | | 1,758.88 | 1,334.04 | 57 | |
| West Point..... | 3 | 3,524.77 | 1,400.00 | 200.50 | 0.32 | | 1,988.81 | 1,535.96 | 56 | |
| Winona..... | 3 | 2,078.23 | 1,200.00 | 236.41 | 3.81 | | 1,690.25 | 1,287.98 | 57 | |
| Yazoo City..... | 3 | 5,852.60 | 1,700.00 | 330.00 | 5.92 | | 2,354.93 | 3,497.73 | 40 | |
| Total..... | | 174,834.64 | 53,000.00 | 16,773.06 | 569.90 | 20,133.05 | 67,724.74 | 77,103.90 | 50 | |
| MISSOURI. | | | | | | | | | | |
| Albany..... | 3 | 2,963.08 | 1,300.00 | 300.00 | 2.48 | | 1,835.66 | 1,127.42 | 62 | |
| Appleton City..... | 3 | 2,081.11 | 1,300.00 | 110.00 | 1.35 | | 1,562.61 | 1,128.70 | 58 | |
| Ash Grove..... | 3 | 2,367.11 | 1,200.00 | 150.00 | 1.25 | | 1,482.13 | 884.08 | 63 | |
| Aurora..... | 3 | 4,250.07 | 1,700.00 | 100.00 | 4.50 | | 1,860.56 | 2,389.51 | 44 | |
| Bethany..... | 3 | 3,147.90 | 1,400.00 | 250.00 | 241.07 | | 1,894.81 | 1,253.00 | 60 | Mail bags, 50 cents. |
| Bevier..... | 3 | 2,161.58 | 1,000.00 | | 1.20 | | 1,146.74 | 1,014.84 | 53 | |
| Bolivar..... | 3 | 2,635.98 | 1,300.00 | 300.00 | 4.01 | | 1,767.00 | 868.80 | 67 | Mail bags, 20 cents. |
| Bonne Terre..... | 3 | 2,467.11 | 1,200.00 | | 5.70 | | 1,396.01 | 1,071.10 | 57 | |
| Boonville..... | 3 | 6,424.62 | 1,800.00 | 450.00 | 7.52 | | 2,537.52 | 3,987.10 | 30 | |
| Brewing Green..... | 3 | 3,831.34 | 1,500.00 | 200.00 | 5.28 | | 1,981.21 | 1,087.13 | 54 | |
| Brookfield..... | 3 | 6,656.92 | 1,800.00 | 50.00 | 6.38 | | 2,195.28 | 4,460.74 | 33 | |
| Bruswick..... | 3 | 2,710.42 | 1,300.00 | 200.00 | 2.88 | | 1,722.88 | 987.54 | 64 | |
| Butler..... | 3 | 6,137.37 | 1,700.00 | 250.00 | 8.88 | | 3,322.38 | 3,814.99 | 38 | |
| California..... | 3 | 2,001.72 | 1,400.00 | 363.50 | 2.00 | | 1,710.25 | 1,242.47 | 58 | |
| Caney..... | 3 | 5,254.52 | 1,700.00 | 162.50 | 7.22 | | 2,914.72 | 3,039.80 | 42 | |
| Cameron..... | 3 | 3,572.32 | 1,500.00 | 120.00 | 2.48 | | 1,798.05 | 1,776.27 | 55 | |
| Capo Girardeau..... | 3 | 5,729.00 | 1,700.00 | | 10.24 | | 2,450.11 | 4,073.85 | 35 | |
| Carrollton..... | 3 | 7,129.66 | 1,800.00 | 287.50 | 1.70 | | 2,740.01 | 4,389.69 | 74 | |
| Cartersville..... | 3 | 1,677.00 | 1,100.00 | 138.25 | 25.00 | 2,871.41 | 7,782.88 | 0,124.73 | 56 | |
| Centerville..... | 2 | 12,807.01 | 2,400.00 | 286.41 | 1.30 | | 1,963.30 | 1,163.30 | 59 | |
| Charlestown..... | 3 | 2,830.72 | 1,300.00 | 164.00 | 3.32 | | 1,570.02 | 1,337.44 | 51 | |
| Chillicothe..... | 3 | 3,113.40 | 1,400.00 | 172.50 | 223.61 | 2,128.23 | 6,744.29 | 5,398.85 | 66 | |
| Chickasaw..... | 2 | 12,143.14 | 2,300.00 | 402.45 | 1.20 | | 1,432.20 | 587.89 | 71 | |
| Clinch..... | 2 | 2,040.69 | 1,200.00 | 50.00 | 35.40 | | 3,910.02 | 5,743.14 | 41 | |
| Columbia..... | 2 | 6,033.16 | 2,100.00 | 1,223.00 | 8.48 | | 4,544.54 | 7,570.98 | 38 | |
| De Soto..... | 3 | 2,068.93 | 1,000.00 | 100.00 | 9.20 | | 1,017.20 | 4,131.73 | 32 | |
| Edina..... | 3 | 2,314.26 | 1,200.00 | 110.00 | 2.72 | | 1,524.29 | 1,162.10 | 57 | |
| Excelsior Springs..... | 3 | 2,894.90 | 1,100.00 | 193.90 | 3.36 | | 1,406.94 | 1,487.96 | 49 | |
| Farmington..... | 3 | 2,693.73 | 1,200.00 | 185.00 | 3.12 | | 1,536.61 | 1,157.12 | 57 | |
| Fayette..... | 3 | 4,380.03 | 1,000.00 | 87.91 | 8.3 | | 1,994.67 | 2,385.36 | 46 | |
| Fredericktown..... | 3 | 2,141.13 | 1,000.00 | 127.78 | 98.00 | | 1,293.67 | 914.46 | 57 | Mail bags, 25 cents. |
| Galatin..... | 3 | 6,402.49 | 1,800.00 | 140.90 | 5.51 | | 2,303.70 | 4,098.73 | 36 | Mail bags, 55 cents. |
| Fulton..... | 3 | 3,720.05 | 1,500.00 | 300.00 | 5.04 | | 1,969.24 | 1,736.81 | 53 | |
| Gallatin..... | 3 | 2,682.30 | 1,300.00 | 37.78 | 1.44 | | 1,549.49 | 1,132.81 | 58 | |
| Glavog..... | 3 | 2,056.30 | 1,000.00 | 100.00 | 7.72 | | 1,188.67 | 867.63 | 58 | |
| Golden City..... | 3 | 2,052.09 | 1,000.00 | 250.00 | 3.84 | | 1,421.00 | 630.19 | 60 | |
| Grand City..... | 3 | 3,306.89 | 1,400.00 | 110.00 | 53.63 | 7,117.80 | 12,600.53 | 8,894.64 | 52 | |
| Hamilton..... | 2 | 21,495.17 | 2,600.00 | 2,829.01 | 7.04 | | 2,043.04 | 1,980.52 | 51 | Government building. |
| Hannibal..... | 3 | | | 300.00 | | | | | | |
| Harrisonville..... | 3 | 4,023.56 | 1,500.00 | | | | | | | |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clock hire. | Rent, light, and fuel. | (Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------|--------|-----------------|------------|-------------|------------------------|-----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| MISSOURI—continued. | | | | | | | | | | | |
| Hermann..... | 3 | \$2,526.11 | \$1,200.00 | \$176.00 | \$98.35 | \$3.79 | ..... | \$1,477.14 | \$1,048.97 | 58 | Mail bags, \$1.55. |
| Higginsville..... | 3 | 4,035.46 | 1,500.00 | 200.00 | 291.60 | 3.76 | ..... | 1,905.26 | 2,040.20 | 49 | |
| Hollen..... | 3 | 3,810.20 | 1,000.00 | 200.00 | 201.54 | 3.76 | ..... | 2,005.30 | 1,813.90 | 53 | |
| Hopkins..... | 3 | 1,846.35 | 1,000.00 | 200.00 | 145.29 | 1.04 | ..... | 1,346.33 | 1,500.02 | 73 | |
| Huntsville..... | 3 | 2,831.62 | 1,000.00 | 150.00 | 154.47 | 5.13 | ..... | 1,711.60 | 1,120.02 | 60 | Mail bags, 25 cents. |
| Independence..... | 3 | 2,861.62 | 2,100.00 | 1,166.65 | 400.00 | 20.76 | ..... | 3,667.41 | 5,174.77 | 42 | |
| Jackson..... | 3 | 2,900.11 | 1,000.00 | 225.00 | 123.87 | 7.2 | ..... | 1,349.59 | 1,850.52 | 61 | |
| Jefferson City..... | 2 | 14,370.00 | 2,400.00 | 1,989.72 | ..... | 21.76 | \$3,504.87 | 7,916.35 | 6,532.55 | 55 | Government building. |
| Joplin..... | 3 | 12,327.93 | 2,400.00 | 2,000.00 | 539.51 | 7.05 | 4,008.82 | 8,955.38 | 3,332.55 | 73 | |
| Kahoka..... | 2 | 2,962.64 | 1,300.00 | 150.00 | 222.55 | 2,612.30 | \$7,411.56 | 1,674.71 | 272,965.98 | 57 | Do. |
| Kansas City..... | 1 | 483,015.57 | 4,000.00 | 89,999.90 | 4,103.29 | 1.44 | ..... | 1,105.43 | 5,184.50 | 54 | |
| Kearney..... | 3 | 2,039.83 | 1,000.00 | ..... | 342.83 | 8.80 | ..... | 2,508.96 | 4,490.22 | 33 | |
| Kirkville..... | 3 | 7,693.45 | 1,900.00 | 257.82 | 233.50 | 3.16 | ..... | 1,939.66 | 4,900.22 | 30 | |
| Kirkwood..... | 3 | 6,429.98 | 1,700.00 | ..... | 258.00 | 8.96 | ..... | 2,568.96 | 2,751.00 | 48 | |
| Lamar..... | 3 | 5,318.65 | 1,700.00 | 500.00 | 134.90 | 1.84 | ..... | 1,298.74 | 1,030.50 | 55 | |
| La Plata..... | 3 | 2,092.94 | 1,000.00 | ..... | 145.00 | 2.18 | ..... | 1,147.16 | 1,915.80 | 56 | |
| Lathrop..... | 3 | 2,467.21 | 1,000.00 | 499.90 | 277.97 | 6.19 | ..... | 2,384.34 | 1,677.67 | 59 | |
| Lebanon..... | 3 | 2,462.31 | 1,100.00 | ..... | 186.65 | 3.12 | ..... | 1,372.77 | 1,189.54 | 52 | |
| Lee Summit..... | 3 | 6,723.29 | 1,900.00 | 150.00 | 316.00 | 14.19 | ..... | 2,524.16 | 4,201.13 | 36 | |
| Lexington..... | 3 | 4,368.67 | 1,000.00 | 200.00 | 316.00 | 6.98 | ..... | 2,124.08 | 2,244.59 | 49 | |
| Liberby..... | 3 | 1,891.68 | 1,000.00 | ..... | 138.70 | 1.20 | ..... | 1,136.90 | 1,731.78 | 40 | |
| Linn..... | 2 | 13,192.24 | 2,500.00 | 1,647.80 | 460.00 | 13.44 | 2,290.10 | 6,933.24 | 6,236.90 | 33 | |
| Louisiana..... | 2 | 4,915.50 | 1,900.00 | 700.00 | 410.00 | 10.24 | ..... | 3,020.24 | 3,985.26 | 44 | |
| Macon..... | 3 | 1,097.97 | 1,500.00 | ..... | 98.00 | 1.52 | ..... | 949.52 | 1,448.45 | 60 | Presidential, Jan. 1, 1894. |
| Malden..... | 3 | 3,129.63 | 1,400.00 | 99.94 | 137.47 | 1.52 | ..... | 1,658.93 | 1,470.70 | 53 | |
| Marcelline..... | 2 | 8,660.74 | 2,000.00 | 700.00 | 453.20 | 13.38 | ..... | 3,166.58 | 4,864.16 | 39 | |
| Marshall..... | 2 | 1,858.67 | 1,000.00 | 190.00 | 145.50 | 1.20 | ..... | 1,336.70 | 5,521.97 | 72 | |
| Marshallfield..... | 3 | 7,785.83 | 1,900.00 | 225.00 | 300.00 | 7.84 | ..... | 2,492.84 | 5,293.00 | 82 | |
| Marysville..... | 3 | 2,005.97 | 1,000.00 | 85.00 | 161.20 | 1.04 | ..... | 1,247.24 | 738.73 | 62 | |
| Mayville..... | 3 | 3,544.04 | 1,500.00 | 1,200.00 | 298.00 | 3.38 | ..... | 1,976.36 | 1,567.68 | 50 | |
| Mexico..... | 2 | 11,221.91 | 2,200.00 | 1,200.00 | 400.00 | 19.19 | ..... | 3,819.19 | 7,402.72 | 34 | |
| Milan..... | 2 | 2,412.01 | 1,200.00 | 200.00 | 207.50 | 1.28 | ..... | 1,608.78 | 803.31 | 67 | |
| Moberly..... | 2 | 9,613.54 | 2,300.00 | 1,400.00 | 494.75 | 25.46 | 3,516.73 | 7,730.94 | 1,876.00 | 80 | |
| Monett..... | 3 | 8,408.53 | 1,200.00 | 4,400.00 | 220.75 | 6.40 | ..... | 1,827.15 | 1,641.38 | 54 | |
| Monroe City..... | 3 | 8,137.50 | 1,400.00 | 200.00 | 188.80 | 3.60 | ..... | 1,791.90 | 1,345.00 | 57 | |
| Montgomery City..... | 3 | 3,328.85 | 1,500.00 | 200.00 | 166.70 | 3.20 | ..... | 1,861.90 | 1,406.95 | 56 | |
| Monroe City..... | 3 | 2,633.73 | 1,200.00 | ..... | 190.83 | 4.80 | ..... | 1,305.15 | 1,259.58 | 53 | |
| Mountain Grove..... | 3 | 2,443.24 | 1,100.00 | 150.00 | 173.75 | ..... | ..... | 1,423.75 | 1,020.40 | 58 | |
| Mount Vernon..... | 2 | 2,422.76 | 1,200.00 | 150.00 | 168.70 | 1.44 | ..... | 1,520.14 | 907.62 | 63 | |
| Neosho..... | 2 | 4,404.51 | 1,000.00 | 199.77 | 220.72 | 7.42 | 314.53 | 2,242.44 | 2,102.07 | 51 | |

| | | | | | | | | | | |
|---------------------|---|--------------|------------|------------|-----------|-----------|------------|--------------|--------------|----|
| Nevada..... | 2 | 10,062.05 | 2,200.00 | 1,400.00 | 601.75 | 6.90 | 3,406.66 | 7,514.51 | 2,467.54 | 76 |
| New Madrid..... | 3 | 414.05 | 250.00 | 32.75 | 25.45 | .80 | ..... | 820.00 | 04.05 | 77 |
| Norborne..... | 3 | 2,274.31 | 1,100.00 | 175.00 | 136.42 | 1.92 | ..... | 1,413.34 | 890.97 | 02 |
| Odessa..... | 3 | 2,458.05 | 1,200.00 | ..... | 153.72 | 3.12 | ..... | 1,356.84 | 1,101.20 | 55 |
| Oregon..... | 3 | 2,044.75 | 1,000.00 | 100.00 | 125.05 | 2.56 | ..... | 1,227.61 | 817.14 | 00 |
| Osceola..... | 3 | 1,923.72 | 1,000.00 | 107.00 | 157.05 | 2.72 | ..... | 1,267.22 | 656.50 | 06 |
| Palmira..... | 3 | 3,247.25 | 1,400.00 | 150.00 | 267.58 | 3.84 | ..... | 1,821.42 | 1,425.83 | 56 |
| Paris..... | 3 | 3,140.43 | 1,400.00 | 175.00 | 106.85 | 2.40 | ..... | 1,747.25 | 1,393.18 | 54 |
| Pierce City..... | 3 | 4,530.81 | 1,600.00 | 300.00 | 235.91 | 3.92 | ..... | 2,139.83 | 2,390.98 | 47 |
| Plattaburg..... | 3 | 2,975.26 | 1,300.00 | 175.00 | 242.93 | 3.12 | ..... | 1,721.05 | 1,254.21 | 58 |
| Pleasant Hill..... | 3 | 5,256.73 | 1,400.00 | 150.00 | 226.24 | 6.80 | ..... | 2,753.04 | 1,473.69 | 55 |
| Poplar Bluff..... | 3 | 5,252.99 | 1,700.00 | 133.33 | 206.90 | 9.68 | ..... | 2,951.91 | 3,201.08 | 39 |
| Princeton..... | 3 | 2,290.00 | 1,200.00 | 300.00 | 170.34 | 1.92 | ..... | 1,672.36 | 587.83 | 74 |
| Rich Hill..... | 3 | 5,690.90 | 1,700.00 | 200.00 | 323.91 | 4.48 | ..... | 2,228.39 | 3,693.51 | 38 |
| Richmond..... | 3 | 4,236.40 | 1,500.00 | 200.00 | 231.75 | 5.84 | ..... | 1,976.59 | 2,308.90 | 45 |
| Rockport..... | 3 | 2,155.49 | 1,100.00 | 125.00 | 180.87 | 2.40 | ..... | 1,027.22 | 747.22 | 65 |
| Rolls..... | 3 | 4,415.98 | 1,300.00 | 300.00 | 224.13 | 2.64 | ..... | 1,828.77 | 2,580.22 | 41 |
| St. Charles..... | 3 | 7,580.94 | 1,800.00 | 300.00 | 349.57 | 15.60 | ..... | 2,565.47 | 5,015.47 | 34 |
| St. Joseph..... | 1 | 126,343.51 | 3,400.00 | 18,592.00 | 509.98 | 509.98 | 22,120.26 | 44,622.37 | 81,721.24 | 35 |
| St. Louis..... | 1 | 1,413,368.80 | 6,000.00 | 249,712.13 | 2,604.06 | 6,337.28 | 285,212.14 | 549,867.61 | 863,501.10 | 39 |
| Salisbury..... | 3 | 3,247.33 | 1,500.00 | 199.58 | 298.48 | 8.36 | ..... | 2,001.40 | 1,245.93 | 69 |
| Savannah..... | 3 | 2,519.05 | 1,200.00 | 100.00 | 213.50 | 4.40 | ..... | 1,517.90 | 7,926.13 | 05 |
| Seaford..... | 2 | 22,519.05 | 2,600.00 | 4,000.00 | ..... | 05.39 | 7,917.53 | 14,583.82 | 7,703.02 | 04 |
| Seneca..... | 3 | 1,944.22 | 1,000.00 | 100.00 | 190.00 | 1.20 | ..... | 1,752.88 | 1,398.53 | 55 |
| Shelbina..... | 3 | 3,131.41 | 1,400.00 | 150.00 | 189.00 | 2.88 | ..... | 1,671.58 | 2,085.31 | 44 |
| Slater..... | 3 | 3,756.60 | 1,500.00 | ..... | 167.54 | 3.84 | ..... | 1,732.60 | 10,532.26 | 47 |
| Springfield..... | 3 | 37,114.78 | 2,900.00 | 5,550.00 | 1,023.81 | 100.65 | 7,668.04 | 17,592.50 | 2,804.68 | 43 |
| Stantley..... | 3 | 4,023.48 | 1,600.00 | 175.00 | 248.00 | 3.00 | ..... | 2,126.60 | 1,294.68 | 56 |
| Sweet Springs..... | 3 | 2,773.72 | 1,400.00 | ..... | 144.00 | 3.84 | ..... | 1,537.84 | 1,874.86 | 49 |
| Thayer..... | 3 | 2,703.48 | 1,500.00 | 110.00 | 216.00 | 2.84 | ..... | 1,529.84 | 1,673.04 | 79 |
| Tipton..... | 3 | 2,851.79 | 1,500.00 | 133.25 | 171.50 | 1.32 | ..... | 1,705.15 | 246.04 | 44 |
| Trenton..... | 3 | 2,047.25 | 1,000.00 | ..... | 141.00 | 1.84 | ..... | 1,142.84 | 904.41 | 56 |
| Troy..... | 3 | 6,265.82 | 1,800.00 | 400.00 | 335.00 | 8.24 | ..... | 2,843.24 | 3,922.68 | 37 |
| Unionville..... | 3 | 2,430.94 | 1,200.00 | 150.00 | 200.00 | 1.44 | ..... | 1,581.44 | 879.50 | 64 |
| Vandalia..... | 3 | 3,486.49 | 1,400.00 | 200.00 | 181.64 | 2.72 | ..... | 1,784.86 | 1,702.13 | 51 |
| Versailles..... | 3 | 535.01 | 250.00 | 25.00 | 68.05 | .24 | ..... | 309.24 | 225.77 | 58 |
| Warrensburg..... | 3 | 2,172.19 | 1,100.00 | 249.97 | 186.05 | 1.26 | ..... | 1,519.80 | 652.49 | 70 |
| Washington..... | 2 | 7,879.32 | 2,000.00 | 900.00 | 400.00 | 10.04 | ..... | 3,310.64 | 4,568.08 | 42 |
| Webb City..... | 3 | 2,992.44 | 1,300.00 | 200.00 | 292.00 | 4.48 | ..... | 1,706.48 | 1,285.96 | 57 |
| Webster Grove..... | 3 | 5,068.27 | 1,800.00 | 249.99 | 402.49 | 7.36 | ..... | 2,459.84 | 2,038.43 | 49 |
| Wellsville..... | 3 | 2,444.00 | 1,200.00 | ..... | 154.68 | 8.28 | ..... | 1,337.84 | 1,086.00 | 56 |
| West Plains..... | 3 | 1,945.93 | 1,100.00 | ..... | 164.25 | 1.20 | ..... | 1,205.45 | 680.48 | 65 |
| West Port..... | 3 | 4,701.66 | 1,500.00 | 500.00 | 287.95 | 8.63 | ..... | 2,296.57 | 2,405.01 | 49 |
| Willow Springs..... | 3 | 2,086.00 | 1,200.00 | 20.00 | 141.80 | 4.00 | ..... | 1,245.80 | 841.10 | 50 |
| Windsor..... | 3 | 3,001.09 | 1,300.00 | 150.00 | 181.00 | ..... | ..... | 1,401.60 | 1,284.39 | 52 |
| Total..... | 3 | 2,585,410.65 | 185,850.90 | 404,508.60 | 85,819.57 | 10,525.64 | 439,418.80 | 1,086,122.87 | 1,509,287.78 | 42 |

Presidential, Apr. 1, 1894.

Mail bags, 40 cents.

Do.

Government building.

Do.

Do.

Do.

Presidential, Jan. 1, 1894.

Mail bags, 40 cents.

Presidential, Apr. 1, 1894.

Mail bags, 30 cents.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1894*—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------------|
| MONTANA. | | | | | | | | | | | |
| Anaconda..... | 2 | \$10,344.46 | \$2,200.00 | \$1,600.00 | \$700.00 | \$5.28 | ..... | \$4,505.28 | \$5,839.18 | 44 | |
| Billings..... | 3 | 5,052.07 | 1,800.00 | 400.00 | 307.50 | 1.00 | ..... | 2,509.10 | 2,542.97 | 50 | |
| Boulder Valley..... | 3 | 2,041.61 | 1,100.00 | 350.00 | 200.50 | 1.44 | ..... | 1,651.94 | 389.67 | 81 | |
| Bozeman..... | 2 | 4,900.40 | 2,000.00 | 300.00 | 1.00 | 1.84 | ..... | 2,302.84 | 2,597.56 | 47 | |
| Butte City..... | 1 | 33,326.26 | 3,000.00 | 7,000.00 | 2,100.00 | 56.83 | \$6,721.27 | 18,878.10 | 14,448.10 | 57 | |
| Deer Lodge City..... | 3 | 4,107.75 | 1,600.00 | ..... | 331.95 | 1.02 | ..... | 1,932.92 | 2,174.83 | 47 | |
| Dillon..... | 3 | 4,291.86 | 1,600.00 | 300.00 | 325.55 | 1.84 | ..... | 2,227.30 | 2,064.57 | 52 | |
| Fort Benton..... | 3 | 2,231.88 | 1,100.00 | 100.00 | 185.55 | ..... | ..... | 1,395.55 | 836.33 | 63 | |
| Glendive..... | 3 | 2,976.76 | 1,100.00 | ..... | 187.00 | ..... | ..... | 1,287.00 | 1,689.76 | 43 | |
| Granite..... | 3 | 1,540.46 | 1,600.00 | ..... | 308.76 | 16 | ..... | 1,908.92 | 8,546.91 | 124 | Excess, \$388.46. |
| Great Falls..... | 3 | 14,102.60 | 2,500.00 | 2,240.45 | 780.00 | 26.24 | ..... | 5,555.69 | 8,546.91 | 39 | |
| Helena..... | 1 | 35,885.50 | 3,100.00 | 8,300.00 | 2,640.00 | 33.82 | 7,254.42 | 21,328.24 | 14,557.26 | 59 | Mail bags, 50 cents. |
| Kalispel..... | 3 | 4,078.63 | 1,600.00 | ..... | 306.00 | 3.22 | ..... | 1,909.22 | 2,169.41 | 47 | Presidential, Oct. 1, 1893, 10c. |
| Lewistown..... | 3 | 1,661.40 | 720.66 | 59.33 | 137.66 | ..... | ..... | 917.65 | 743.75 | 55 | inquent, Oct. 1 to Nov. 24, 1893. |
| Livingston..... | 3 | 6,827.08 | 1,900.00 | 500.00 | 300.00 | 7.04 | ..... | 2,707.04 | 4,120.04 | 40 | |
| Marvella..... | 3 | 2,016.77 | 1,100.00 | 132.67 | 182.90 | 32 | ..... | 1,425.80 | 590.88 | 71 | |
| Miles City..... | 3 | 4,647.72 | 1,600.00 | 500.00 | 333.25 | 2.02 | ..... | 2,435.27 | 2,212.45 | 52 | |
| Mission..... | 2 | 6,614.00 | 2,300.00 | 1,800.00 | 500.00 | 8.96 | ..... | 4,608.96 | 5,005.04 | 48 | Mail bags, 50 cents. |
| Phillipsburg..... | 3 | 3,332.75 | 1,600.00 | ..... | 327.25 | 88 | ..... | 1,928.13 | 1,404.62 | 58 | |
| Red Lodge..... | 3 | 2,080.20 | 1,000.00 | 46.94 | 171.50 | ..... | ..... | 1,218.44 | 850.76 | 59 | |
| Walkerville..... | 3 | 1,459.35 | 1,000.00 | ..... | 157.92 | ..... | ..... | 1,157.92 | 301.43 | 79 | |
| White Sulphur Springs..... | 3 | 2,255.96 | 1,400.00 | ..... | 46.00 | ..... | ..... | 1,446.00 | 809.96 | 64 | |
| Total..... | | 188,784.57 | 36,920.66 | 23,638.39 | 10,377.84 | 324.91 | 13,975.60 | 85,237.49 | 73,547.08 | 54 | |
| NEBRASKA. | | | | | | | | | | | |
| Albion..... | 3 | 1,895.02 | 1,100.00 | 200.00 | 187.52 | 24 | ..... | 1,487.77 | 404.25 | 79 | |
| Allamore..... | 3 | 2,390.96 | 1,400.00 | 200.00 | 270.75 | 2.88 | ..... | 1,970.62 | 1,417.27 | 68 | |
| Allamore..... | 3 | 2,211.15 | 1,400.00 | 145.00 | 229.75 | 2.00 | ..... | 1,806.73 | 1,404.44 | 60 | |
| Alma..... | 3 | 2,437.31 | 1,200.00 | 186.00 | 193.00 | 1.20 | ..... | 1,546.20 | 891.11 | 63 | |
| Arnapue..... | 3 | 2,370.91 | 1,200.00 | ..... | 193.80 | ..... | ..... | 1,384.36 | 974.55 | 50 | |
| Atland..... | 3 | 4,391.36 | 1,500.00 | 150.00 | 234.90 | 1.92 | ..... | 1,885.92 | 1,505.44 | 56 | |
| Atkinson..... | 3 | 1,933.41 | 1,100.00 | 186.00 | 186.00 | 4.40 | ..... | 1,437.12 | 496.29 | 74 | |
| Auburn..... | 3 | 2,761.57 | 1,300.00 | 100.00 | 230.00 | 6.28 | ..... | 2,225.78 | 1,534.40 | 74 | |
| Aurora..... | 3 | 4,765.66 | 1,700.00 | 212.50 | 308.00 | ..... | ..... | 2,225.78 | 4,539.88 | 47 | |
| Beatrice..... | 2 | 16,657.88 | 2,500.00 | 2,966.58 | 334.24 | 33.56 | 0,024.52 | 11,836.90 | 4,798.98 | 71 | |
| Beaver City..... | 3 | 2,312.67 | 1,200.00 | ..... | 104.00 | 56 | ..... | 1,364.56 | 948.11 | 50 | |
| Blair..... | 3 | 5,437.59 | 1,700.00 | 200.00 | 341.73 | 4.72 | ..... | 2,246.45 | 3,191.14 | 41 | |
| Blue Hill..... | 3 | 2,011.89 | 1,100.00 | ..... | 162.90 | ..... | ..... | 1,263.32 | 748.57 | 63 | Government building. |
| Broken Bow..... | 3 | 4,171.03 | 1,600.00 | 399.99 | 303.30 | 1.12 | ..... | 2,304.41 | 1,866.62 | 56 | |

| | | | | | | | |
|----------------|------------|----------|----------|--------|------------|------------|----|
| Cambridge | 2,935.29 | 1,200.00 | 202.74 | 40 | 1,403.14 | 1,452.08 | 49 |
| Cedar Rapids | 2,553.38 | 1,100.00 | 178.00 | 72 | 1,978.32 | 1,075.06 | 51 |
| Central City | 3,423.01 | 1,000.00 | 316.00 | 5.28 | 2,071.28 | 2,251.83 | 48 |
| Chadron | 4,430.01 | 1,700.00 | 217.50 | 2.93 | 2,050.78 | 2,373.21 | 40 |
| Clousman | 3,046.87 | 1,800.00 | 402.50 | 13.92 | 2,543.42 | 3,822.43 | 39 |
| Council Bluffs | 2,453.42 | 1,300.00 | 207.25 | 1.12 | 1,406.37 | 1,046.05 | 57 |
| Crawford | 3,257.00 | 1,300.00 | 213.75 | .40 | 1,514.15 | 742.91 | 67 |
| Cregon | 3,501.31 | 1,200.00 | 196.95 | 2.34 | 1,762.19 | 739.12 | 70 |
| Crete | 3,132.93 | 1,700.00 | 300.31 | 3.92 | 2,204.23 | 2,457.97 | 74 |
| Culberson | 3,432.23 | 1,600.00 | 104.00 | .96 | 1,274.96 | 2,048.92 | 50 |
| David City | 3,082.03 | 1,200.00 | 327.25 | 6.08 | 2,083.33 | 2,048.92 | 50 |
| De Witt | 3,272.04 | 1,100.00 | 188.65 | 1.53 | 1,381.52 | 700.51 | 68 |
| Edgar | 3,789.51 | 2,000.00 | 430.00 | 7.04 | 1,489.45 | 782.50 | 68 |
| Elkhart | 2,095.54 | 1,100.00 | 223.00 | 1.28 | 3,437.04 | 4,554.47 | 43 |
| Fairfield | 2,537.94 | 1,300.00 | 105.70 | 2.24 | 1,524.28 | 1,171.26 | 57 |
| Farmont | 4,032.48 | 1,700.00 | 336.70 | 9.20 | 1,667.94 | 2,736.56 | 65 |
| Falls City | 2,105.43 | 2,500.00 | 1,130.00 | 43.57 | 9,347.71 | 6,905.72 | 58 |
| Fremont | 2,711.01 | 1,300.00 | 200.00 | 1.04 | 1,501.04 | 1,208.97 | 55 |
| Friend | 3,242.72 | 1,000.00 | 208.45 | 1.20 | 1,698.65 | 1,633.07 | 50 |
| Fullerton | 2,119.01 | 1,000.00 | 160.50 | 1.04 | 1,248.54 | 870.37 | 59 |
| Geneva | 4,352.91 | 1,500.00 | 284.53 | 2.88 | 1,937.41 | 2,415.50 | 46 |
| Gothenburg | 2,747.83 | 1,400.00 | 125.00 | .72 | 1,753.72 | 594.21 | 64 |
| Grand Island | 13,060.74 | 2,400.00 | 279.84 | 39.84 | 8,224.41 | 5,742.33 | 66 |
| Hartington | 2,380.62 | 1,200.00 | 212.25 | 1.00 | 1,563.85 | 822.77 | 58 |
| Harvard | 2,313.40 | 2,700.00 | 194.50 | 1.20 | 1,895.70 | 917.70 | 60 |
| Hastings | 16,833.10 | 2,700.00 | 849.98 | 10.95 | 10,926.46 | 5,904.04 | 65 |
| Hay Springs | 3,590.16 | 1,500.00 | 164.00 | 3.84 | 1,264.00 | 935.16 | 79 |
| Hebron | 3,841.74 | 1,500.00 | 291.50 | 4.00 | 1,905.34 | 1,846.40 | 52 |
| Heldrege | 3,500.72 | 1,800.00 | 304.00 | 4.00 | 2,535.50 | 3,371.22 | 43 |
| Hooper | 1,030.02 | 600.00 | 68.10 | 1.52 | 568.50 | 463.12 | 55 |
| Humboldt | 2,706.27 | 1,300.00 | 204.05 | 1.00 | 1,507.57 | 1,298.70 | 54 |
| Indianola | 2,132.40 | 1,100.00 | 188.00 | 4.01 | 1,298.00 | 844.49 | 60 |
| Jenard | 11,942.14 | 2,300.00 | 950.00 | 2.71 | 9,903.40 | 2,058.74 | 83 |
| Kearney | 3,559.38 | 1,500.00 | 300.00 | 2.71 | 2,080.01 | 1,470.37 | 50 |
| Lexington | 93,325.23 | 3,300.00 | 286.20 | 479.63 | 38,409.58 | 54,895.65 | 41 |
| Lincoln | 2,294.03 | 1,000.00 | 164.00 | 6.08 | 1,164.17 | 1,110.86 | 51 |
| Lyon | 5,222.33 | 1,700.00 | 353.50 | 4.88 | 2,300.38 | 2,831.93 | 43 |
| McCook | 3,115.68 | 1,300.00 | 245.00 | 2.04 | 2,038.04 | 1,481.64 | 63 |
| Madison | 3,074.23 | 1,500.00 | 296.00 | 2.50 | 2,001.50 | 1,672.08 | 54 |
| Nebraska City | 2,482.59 | 2,200.00 | 1,073.03 | 21.30 | 8,155.90 | 2,326.00 | 78 |
| Nelson | 2,965.52 | 1,400.00 | 219.55 | 2.10 | 1,751.53 | 1,213.07 | 59 |
| North Platte | 2,470.12 | 2,800.00 | 192.00 | 2.10 | 1,494.18 | 975.96 | 60 |
| Norfolk | 7,928.67 | 2,000.00 | 440.00 | 22.28 | 3,462.38 | 4,466.39 | 44 |
| North Bend | 3,287.60 | 1,700.00 | 194.40 | 1.12 | 1,296.52 | 992.08 | 57 |
| North Omaha | 7,605.80 | 1,100.00 | 337.50 | 6.12 | 2,362.62 | 5,243.18 | 31 |
| Oakland | 2,516.18 | 2,100.00 | 210.25 | 8.02 | 1,420.05 | 1,094.13 | 56 |
| Omaha | 284,406.65 | 3,700.00 | 78.30 | 872.02 | 116,919.04 | 167,487.01 | 41 |
| O'Neill | 3,250.63 | 1,500.00 | 291.00 | 1.30 | 2,064.30 | 1,156.20 | 64 |
| Ord | 2,878.84 | 1,400.00 | 251.00 | 3.70 | 1,802.76 | 1,076.08 | 63 |
| Orleans | 2,044.07 | 1,600.00 | 160.00 | 1.70 | 1,510.00 | 534.07 | 74 |
| Osceola | 2,207.34 | 1,200.00 | 208.01 | .88 | 1,408.80 | 888.45 | 61 |

REPORT OF THE POSTMASTER-GENERAL.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Others incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------|--------|-----------------|------------|-------------|------------------------|-----------------------------|----------------|-----------------|--------------|-------------------------------------|-------------------------------------|
| NEBRASKA—continued. | | | | | | | | | | | |
| Pawnee City..... | 3 | \$1,209.59 | \$1,500.00 | \$30.90 | \$216.00 | \$2.72 | ..... | \$1,848.71 | \$2,300.88 | 44 | Delinquent from Apr. 1 to 13, 1894. |
| Pender..... | 3 | 1,892.83 | 964.29 | ..... | 139.05 | .40 | ..... | 1,121.74 | 760.00 | 59 | |
| Pierce..... | 3 | 1,870.25 | 1,000.00 | ..... | 150.18 | 1.78 | ..... | 1,151.94 | 818.31 | 58 | |
| Plattsmouth..... | 2 | 6,107.60 | 2,000.00 | 300.00 | 420.00 | 8.80 | ..... | 2,728.80 | 3,378.80 | 45 | |
| Ponca..... | 3 | 2,327.80 | 1,000.00 | 250.00 | 193.00 | 2.72 | ..... | 1,647.72 | 680.14 | 71 | |
| Randolph..... | 3 | 2,096.37 | 1,000.00 | ..... | 161.00 | .48 | ..... | 1,164.48 | 932.00 | 50 | |
| Red Cloud..... | 3 | 4,036.01 | 1,500.00 | 300.00 | 291.50 | 4.24 | ..... | 2,085.74 | 1,960.87 | 52 | |
| Rushville..... | 3 | 2,117.18 | 1,100.00 | ..... | 200.50 | .80 | ..... | 1,301.30 | 815.88 | 61 | |
| St. Paul..... | 3 | 3,594.73 | 1,500.00 | 200.00 | 251.50 | 1.44 | ..... | 1,852.94 | 1,041.78 | 54 | |
| Schuyler..... | 3 | 4,498.46 | 1,800.00 | 250.00 | 316.00 | 2.06 | ..... | 2,168.00 | 2,230.50 | 49 | |
| Seward..... | 3 | 5,075.59 | 1,600.00 | 225.00 | 228.05 | 6.00 | ..... | 2,050.05 | 3,018.54 | 36 | |
| Shelton..... | 3 | 2,673.37 | 1,100.00 | ..... | 150.40 | ..... | ..... | 1,250.40 | 822.97 | 60 | |
| Sidney..... | 3 | 2,414.73 | 1,200.00 | 150.00 | 214.00 | 1.76 | ..... | 1,565.76 | 848.97 | 65 | |
| South Omaha..... | 1 | 36,444.03 | 3,000.00 | 4,300.00 | 960.00 | 40.40 | \$4,382.54 | 12,082.04 | 23,761.99 | 35 | |
| Stanton..... | 3 | 2,125.28 | 1,100.00 | 94.03 | 187.00 | 1.12 | ..... | 1,383.07 | 742.21 | 65 | |
| Stromsburg..... | 3 | 2,926.36 | 1,300.00 | ..... | 101.80 | ..... | ..... | 1,401.80 | 1,424.37 | 51 | |
| Superior..... | 3 | 4,224.80 | 1,500.00 | 300.00 | 274.00 | 3.52 | ..... | 2,077.52 | 2,147.37 | 49 | |
| Sutton..... | 3 | 1,981.40 | 800.00 | ..... | 139.50 | 1.20 | ..... | 1,010.70 | 940.70 | 53 | Delinquent second quarter 1894. |
| Syracuse..... | 3 | 2,558.04 | 1,200.00 | ..... | 133.00 | ..... | ..... | 1,323.00 | 1,235.04 | 52 | |
| Tecumseh..... | 3 | 4,092.50 | 1,600.00 | 200.00 | 256.50 | 4.08 | ..... | 2,000.58 | 2,031.92 | 50 | |
| Tekeamah..... | 3 | 3,080.34 | 1,300.00 | 100.00 | 230.50 | 2.24 | ..... | 1,832.74 | 1,450.60 | 53 | |
| Wabeno..... | 3 | 4,491.70 | 1,600.00 | 380.00 | 335.96 | 4.72 | ..... | 2,240.68 | 2,251.11 | 50 | |
| Wakefield..... | 3 | 2,178.78 | 1,100.00 | ..... | 149.75 | 1.20 | ..... | 1,250.05 | 927.83 | 57 | |
| Wayne..... | 3 | 4,135.42 | 1,500.00 | ..... | 214.00 | 1.28 | ..... | 1,737.28 | 2,398.14 | 42 | |
| Wesley..... | 3 | 2,432.21 | 1,300.00 | ..... | 250.20 | 1.81 | ..... | 1,552.10 | 980.13 | 63 | |
| West Point..... | 3 | 3,707.25 | 1,400.00 | 300.00 | 270.75 | 4.48 | ..... | 1,975.23 | 1,732.02 | 60 | |
| Wilder..... | 3 | 5,075.32 | 1,300.00 | ..... | 223.00 | 2.72 | ..... | 1,527.72 | 3,547.60 | 29 | |
| Wynne..... | 3 | 2,782.40 | 1,500.00 | 200.00 | 274.00 | 0.61 | ..... | 1,980.64 | 1,801.70 | 52 | |
| York..... | 2 | 8,177.20 | 2,100.00 | 1,000.00 | 1.00 | 11.53 | ..... | 3,112.52 | 5,064.68 | 38 | |
| Total..... | | 790,398.71 | 141,164.29 | 87,294.46 | 24,815.88 | 1,705.80 | 121,702.11 | 376,832.04 | 413,566.07 | 48 | |
| NEVADA. | | | | | | | | | | | |
| Carson City..... | 3 | 7,120.96 | 1,000.00 | 700.00 | ..... | 0.00 | ..... | 2,008.00 | 4,527.06 | 37 | Government building. |
| Eureka..... | 3 | 2,448.84 | 1,200.00 | 1,000.00 | 108.00 | 3.28 | ..... | 2,403.28 | 4,451.56 | 68 | |
| Reno..... | 2 | 6,003.58 | 1,200.00 | 1,400.00 | 302.80 | 8.40 | ..... | 2,811.30 | 5,108.28 | 42 | |
| Virginia City..... | 3 | 6,444.27 | 1,900.00 | 100.00 | 425.00 | 4.24 | ..... | 2,420.24 | 4,013.03 | 38 | |
| Winnemucca..... | 3 | 2,002.17 | 1,100.00 | 200.00 | 103.25 | 2.72 | ..... | 1,405.97 | 1,100.20 | 57 | |
| Total..... | | 27,634.82 | 8,200.00 | 3,400.00 | 1,110.15 | 26.04 | ..... | 12,745.70 | 14,889.03 | 46 | |

[illegible]

Mail bags, 35 cents.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| NEW JERSEY. | | | | | | | | | | | |
| Arlington..... | 3 | \$5,705.95 | \$1,000.00 | | \$203.99 | \$10.00 | | \$2,219.99 | \$3,485.96 | 79 | |
| Asbury Park..... | 2 | 20,508.08 | 2,600.00 | \$2,459.45 | 600.00 | 196.41 | | 10,508.34 | 9,889.74 | 52 | |
| Atlantic City..... | 2 | 41,914.37 | 2,800.00 | 4,826.80 | 2,000.00 | 645.74 | \$4,680.49 | 18,892.98 | 23,021.51 | 43 | |
| Atlantic Highlands..... | 2 | 3,598.60 | 1,400.00 | 51.00 | 245.00 | 20.16 | 8,410.32 | 1,716.16 | 2,722.83 | 40 | |
| Bayonne..... | 2 | 14,902.68 | 2,300.00 | 1,304.83 | 440.00 | 96.08 | 7,827.58 | 12,048.49 | 2,781.19 | 81 | |
| Belleville..... | 3 | 1,675.28 | 1,000.00 | | 111.25 | 8.80 | | 1,022.05 | 653.23 | 61 | Presidential, Oct. 1, 1893. |
| Belvidere..... | 3 | 3,677.74 | 1,400.00 | | 132.87 | 8.84 | | 1,541.18 | 2,336.56 | 40 | |
| Beverly..... | 3 | 3,116.72 | 2,500.00 | | 454.20 | 13.84 | | 1,446.71 | 1,670.01 | 46 | |
| Bloomfield..... | 3 | 15,569.04 | 2,500.00 | 1,100.00 | 217.25 | 56.45 | 8,319.97 | 7,430.65 | 8,138.99 | 48 | |
| Bonneton..... | 3 | 5,003.66 | 1,700.00 | | 208.00 | 23.04 | | 1,932.29 | 3,071.27 | 39 | |
| Bournebrook..... | 3 | 6,176.37 | 1,700.00 | 400.00 | 253.50 | 12.40 | | 2,331.04 | 2,845.33 | 45 | |
| Bridgetown..... | 3 | 4,197.87 | 1,000.00 | | 253.50 | 12.40 | 5,243.68 | 10,398.95 | 4,711.41 | 69 | |
| Burlington..... | 2 | 15,110.36 | 2,400.00 | 2,000.00 | 700.00 | 55.27 | | 4,003.60 | 6,829.24 | 37 | |
| Camden..... | 2 | 10,832.84 | 2,200.00 | 1,300.00 | 480.00 | 43.60 | 27,035.34 | 42,630.88 | 13,785.22 | 76 | |
| Cape May..... | 1 | 56,416.08 | 3,200.00 | 9,960.00 | 1,514.35 | 921.17 | | 2,267.45 | 4,103.76 | 38 | |
| Clinton..... | 3 | 6,371.21 | 1,800.00 | 200.00 | 211.61 | 55.84 | | 1,344.32 | 1,076.46 | 56 | |
| Cranford..... | 3 | 2,420.78 | 1,200.00 | | 140.00 | 4.32 | | 1,543.04 | 3,051.63 | 34 | |
| Deckertown..... | 3 | 4,446.55 | 1,500.00 | | 228.50 | 15.44 | | 1,799.17 | 2,647.38 | 40 | |
| Dover..... | 3 | 7,889.51 | 2,000.00 | 100.00 | 195.25 | 8.92 | | 2,670.49 | 5,229.02 | 34 | |
| East Orange..... | 2 | 32,522.50 | 2,000.00 | 300.00 | 347.00 | 23.40 | 8,687.03 | 15,499.62 | 17,022.68 | 48 | |
| Elizabeth..... | 2 | 33,049.73 | 3,000.00 | 2,686.00 | 960.00 | 256.79 | 10,402.81 | 27,353.88 | 6,582.85 | 81 | |
| Englewood..... | 1 | 11,249.44 | 2,200.00 | 6,231.60 | 1,229.81 | 289.66 | | 3,185.08 | 8,064.36 | 28 | |
| Flemington..... | 3 | 5,728.08 | 1,600.00 | 665.00 | 272.38 | 47.70 | | 2,171.57 | 3,556.51 | 38 | |
| Freehold..... | 3 | 8,205.18 | 2,000.00 | 225.00 | 332.25 | 14.32 | | 3,244.45 | 4,960.73 | 40 | |
| Frenchtown..... | 3 | 2,272.81 | 1,100.00 | 900.00 | 310.00 | 34.45 | | 1,362.36 | 910.45 | 60 | |
| Glassboro..... | 3 | 3,538.56 | 1,500.00 | 112.50 | 146.90 | 2.96 | | 1,858.78 | 1,680.78 | 52 | |
| Gloucester City..... | 3 | 4,396.58 | 1,600.00 | 100.00 | 253.50 | 6.28 | | 7,061.31 | 2,600.27 | 40 | |
| Hackensack..... | 2 | 17,098.18 | 2,500.00 | 1,600.00 | 500.00 | 57.10 | 2,403.93 | 7,061.03 | 10,027.15 | 41 | |
| Hackettstown..... | 3 | 4,885.40 | 1,600.00 | 250.00 | 254.07 | 21.30 | | 2,125.37 | 2,760.03 | 44 | |
| Haddonfield..... | 3 | 4,884.50 | 1,700.00 | | 294.50 | 16.88 | | 2,011.38 | 2,873.12 | 41 | |
| Hammononton..... | 3 | 4,472.54 | 1,400.00 | | 210.00 | 5.68 | | 1,615.68 | 2,856.86 | 36 | |
| Hightstown..... | 3 | 4,381.61 | 1,500.00 | | 275.75 | 13.20 | | 1,788.05 | 2,592.66 | 41 | |
| Hoboken..... | 2 | 35,908.16 | 2,900.00 | 4,723.60 | 352.05 | 1.04 | 12,642.20 | 20,617.85 | 15,190.31 | 53 | |
| Irvington..... | 2 | 539.18 | 250.00 | | | | | 231.04 | 298.14 | 57 | |
| Jersey City..... | 3 | 104,378.81 | 3,600.00 | 24,047.00 | 1,133.43 | 1.04 | 79,830.28 | 108,010.77 | 85,767.54 | 56 | Government building. |
| Keyport..... | 1 | 3,698.20 | 1,500.00 | | 248.00 | 17.68 | | 1,765.68 | 1,842.62 | 49 | Presidential, Apr. 1, 1894. |
| Lakewood..... | 2 | 11,273.00 | 2,300.00 | 1,459.75 | 480.00 | 459.20 | | 4,099.07 | 6,573.93 | 42 | |
| Lambertville..... | 3 | 8,988.51 | 1,700.00 | 200.00 | 308.00 | 14.88 | | 2,222.68 | 3,765.85 | 37 | |
| Long Branch..... | 2 | 8,060.85 | 2,000.00 | 1,000.00 | 500.00 | 90.81 | | 3,590.81 | 5,370.04 | 40 | |
| Long Branch City..... | 3 | 3,824.42 | 1,500.00 | | 249.18 | 22.32 | | 1,771.90 | 1,552.92 | 53 | |

Mail bags, 50 cents.

Government building.
Presidential, Apr. 1, 1894.
Government building.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expenses to gross receipts. | Remarks. |
|---------------------|--------|------------------|------------------|-----------------|------------------------|----------------------------|-----------------|------------------|------------------|--------------------------------------|-----------------------------|
| NEW MEXICO. | | | | | | | | | | | |
| Albuquerque..... | 2 | \$14,773.73 | \$2,500.00 | \$2,300.00 | \$570.80 | \$11.52 | \$2,002.86 | \$7,684.93 | \$7,088.75 | 52 | |
| Deming..... | 3 | 2,828.24 | 1,400.00 | ..... | 374.25 | 1.44 | ..... | 1,676.09 | 1,150.55 | 59 | |
| East Las Vegas..... | 3 | 5,701.08 | 1,700.00 | 125.00 | 355.50 | 3.76 | ..... | 2,184.26 | 3,516.82 | 38 | |
| Edly..... | 3 | 4,885.11 | 1,900.00 | 41.38 | 279.00 | 2.80 | ..... | 2,123.19 | 2,761.92 | 43 | |
| Las Cruces..... | 3 | 2,054.80 | 1,100.00 | 82.78 | 130.54 | 3.23 | ..... | 1,316.60 | 738.20 | 04 | |
| Las Vegas..... | 3 | 3,517.57 | 1,500.00 | 350.00 | 294.00 | 4.49 | ..... | 2,148.49 | 1,369.08 | 61 | Mail bags, 65 cents. |
| Raton..... | 3 | 3,954.10 | 1,500.00 | ..... | 299.00 | 3.23 | ..... | 1,802.28 | 2,151.82 | 46 | |
| Roswell..... | 3 | 8,607.74 | 2,715.00 | ..... | 48.00 | 5.56 | ..... | 3,323.56 | 5,284.18 | 53 | |
| Santa Fe..... | 2 | 6,756.53 | 2,000.00 | 975.00 | 48.40 | 112.04 | ..... | 3,135.44 | 3,621.09 | 46 | Presidential, Apr. 1, 1894. |
| Silver City..... | 2 | 4,012.04 | 1,800.00 | 400.00 | 329.10 | 2.03 | ..... | 2,330.13 | 1,681.91 | 58 | Government building. |
| Socorro..... | 3 | 2,636.24 | 1,500.00 | ..... | 273.00 | 2.16 | ..... | 1,777.16 | 959.08 | 67 | |
| White Oaks..... | 3 | 1,538.83 | 1,000.00 | ..... | 163.00 | .64 | ..... | 1,163.64 | 375.19 | 76 | |
| Total..... | | 53,264.10 | 17,875.00 | 4,274.17 | 3,365.30 | 148.05 | 2,002.86 | 27,665.47 | 25,598.63 | 52 | |
| NEW YORK. | | | | | | | | | | | |
| Adams..... | 3 | 3,183.92 | 1,500.00 | 175.00 | 293.50 | 2.40 | ..... | 1,510.90 | 1,223.02 | 62 | |
| Addison..... | 3 | 4,493.96 | 1,600.00 | 200.00 | 319.25 | 6.16 | ..... | 2,126.41 | 2,368.55 | 47 | |
| Albany..... | 3 | 204,062.92 | 3,600.00 | 39,338.08 | 286.00 | 1,538.96 | 90,034.03 | 94,611.09 | 109,451.83 | 46 | Government building. |
| Albion..... | 2 | 7,773.62 | 2,000.00 | 1,000.00 | 218.75 | 17.35 | ..... | 3,302.35 | 4,471.27 | 42 | |
| Alexandria Bay..... | 3 | 2,738.35 | 1,200.00 | 150.00 | 15.15 | 8.64 | ..... | 1,577.39 | 1,160.96 | 57 | |
| Alfred Center..... | 3 | 2,544.68 | 1,200.00 | ..... | 155.00 | 2.00 | ..... | 1,447.16 | 1,097.53 | 57 | |
| Allegany..... | 3 | 2,552.70 | 1,200.00 | ..... | 239.50 | 6.00 | ..... | 1,361.00 | 1,191.70 | 53 | |
| Amityville..... | 3 | 3,006.05 | 1,200.00 | ..... | 150.00 | 13.04 | ..... | 1,552.54 | 1,453.51 | 52 | |
| Amsterdam..... | 2 | 20,852.56 | 2,000.00 | 3,100.00 | 1,419.25 | 96.08 | 6,130.28 | 13,345.61 | 7,506.95 | 64 | |
| Angelic..... | 3 | 962.49 | 500.00 | ..... | 82.00 | .56 | ..... | 582.56 | 379.93 | 61 | Presidential, Jan. 1, 1894. |
| Antwerp..... | 3 | 2,440.18 | 1,200.00 | ..... | 180.00 | 1.52 | ..... | 1,381.52 | 1,058.66 | 55 | |
| Attica..... | 3 | 3,778.18 | 1,600.00 | 150.00 | 306.00 | 6.80 | ..... | 2,062.80 | 1,715.38 | 55 | |
| Auburn..... | 2 | 38,502.10 | 2,000.00 | 6,286.69 | 202.14 | 202.14 | 13,940.76 | 23,329.59 | 15,172.51 | 61 | Government building. |
| Avon..... | 3 | 3,302.81 | 1,500.00 | 200.00 | 212.40 | 6.25 | ..... | 1,318.65 | 1,984.16 | 58 | Mail bags, 25 cents. |
| Babylon..... | 3 | 4,782.38 | 1,600.00 | ..... | 327.25 | 17.63 | ..... | 1,944.98 | 2,837.45 | 41 | |
| Bainbridge..... | 3 | 3,889.50 | 1,400.00 | 150.00 | 198.20 | 5.20 | ..... | 1,753.40 | 2,136.10 | 45 | |
| Baldwinsville..... | 3 | 5,603.88 | 1,800.00 | 200.00 | 400.00 | 13.36 | ..... | 2,413.36 | 3,190.52 | 43 | |
| Balltown Spa..... | 3 | 7,496.20 | 1,900.00 | 300.00 | 800.00 | 33.60 | ..... | 2,689.60 | 4,806.60 | 35 | |
| Bastavia..... | 2 | 16,050.21 | 2,500.00 | 2,100.00 | 1,000.00 | 54.40 | 4,279.89 | 10,036.29 | 6,013.92 | 63 | |
| Bath..... | 2 | 12,575.45 | 2,400.00 | 1,600.00 | 500.00 | 2.54 | ..... | 4,502.54 | 8,072.91 | 36 | |
| Bath Beach..... | 3 | 2,347.17 | 1,200.00 | ..... | 24.00 | 24.00 | ..... | 1,372.00 | 975.17 | 58 | |
| Bay Shore..... | 3 | 4,201.03 | 1,500.00 | ..... | 186.50 | 23.12 | ..... | 1,908.62 | 2,292.41 | 43 | |
| Belmont..... | 3 | 2,432.41 | 1,200.00 | ..... | 166.00 | 4.32 | ..... | 1,399.32 | 1,033.09 | 58 | |
| Blighampton..... | 1 | 81,601.59 | 3,300.00 | 11,927.91 | ..... | 390.65 | 16,296.61 | 31,904.07 | 49,697.52 | 39 | Government building. |

| | | | | | | | |
|--|------------|----------|------------|-----------|------------|------------|----|
| 3 | 1,970.47 | 1,000.00 | 157.40 | 1.52 | 1,158.02 | 820.55 | 59 |
| 3 | 4,232.17 | 1,600.00 | 223.25 | 3.20 | 2,074.45 | 2,207.72 | 48 |
| 3 | 5,867.83 | 1,700.00 | 259.22 | 7.28 | 3,601.37 | 3,601.37 | 36 |
| 3 | 4,081.21 | 1,500.00 | 129.67 | 1.60 | 1,631.37 | 2,162.94 | 40 |
| 2 | 9,631.38 | 2,300.00 | 440.00 | 41.24 | 4,081.24 | 2,579.14 | 42 |
| 1 | 933,634.31 | 6,000.00 | 171,379.25 | 11,452.85 | 903,077.17 | 270,557.14 | 71 |
| Government building. Mail bags, \$45.76. | | | | | | | |
| 1 | 610,378.63 | 6,000.00 | 86,623.28 | 3,918.87 | 230,741.03 | 370,837.00 | 39 |
| 3 | 2,143.00 | 1,000.00 | 161.50 | 1.84 | 1,163.84 | 979.66 | 54 |
| 2 | 4,588.72 | 1,600.00 | 245.64 | 10.72 | 1,856.36 | 2,732.38 | 48 |
| 3 | 5,377.37 | 1,600.00 | 321.00 | 6.36 | 2,056.30 | 3,220.91 | 38 |
| 3 | 7,545.70 | 1,900.00 | 300.00 | 23.28 | 2,473.28 | 5,072.42 | 33 |
| 3 | 11,992.61 | 2,300.00 | 1,900.00 | 35.29 | 7,147.66 | 4,244.95 | 65 |
| 3 | 5,407.70 | 1,700.00 | 250.00 | 11.20 | 2,809.20 | 3,068.50 | 43 |
| 3 | 3,122.28 | 1,700.00 | 175.00 | 4.00 | 1,730.50 | 1,391.78 | 55 |
| 3 | 6,063.86 | 1,700.00 | 250.00 | 8.50 | 1,861.54 | 3,649.17 | 37 |
| 3 | 2,753.00 | 1,200.00 | 250.00 | 1.44 | 1,371.46 | 3,079.15 | 50 |
| 3 | 6,546.91 | 1,700.00 | 383.00 | 9.70 | 2,567.75 | 1,393.25 | 54 |
| 3 | 3,034.51 | 1,400.00 | 237.50 | 3.76 | 1,641.26 | 1,393.25 | 54 |
| 3 | 11,366.34 | 2,300.00 | 400.00 | 85.10 | 4,185.10 | 7,181.15 | 57 |
| 3 | 2,343.35 | 1,300.00 | 125.00 | 1.84 | 1,370.84 | 972.51 | 58 |
| 3 | 5,713.21 | 1,700.00 | 200.00 | 14.40 | 2,163.40 | 3,619.81 | 38 |
| 3 | 7,042.84 | 1,100.00 | 174.09 | 1.28 | 1,275.37 | 767.47 | 62 |
| 3 | 5,593.16 | 1,700.00 | 847.00 | 19.84 | 2,466.84 | 3,156.32 | 44 |
| 3 | 1,502.28 | 750.00 | 115.50 | 1.60 | 867.10 | 3,636.19 | 56 |
| 3 | 1,138.84 | 1,900.00 | 324.91 | 6.48 | 2,283.29 | 5,905.45 | 27 |
| 3 | 3,304.35 | 1,500.00 | 253.50 | 5.81 | 1,849.84 | 1,457.51 | 56 |
| 3 | 5,229.56 | 1,700.00 | 350.00 | 12.08 | 2,062.08 | 3,157.48 | 39 |
| 3 | 6,013.58 | 1,700.00 | 200.00 | 10.24 | 2,099.19 | 3,914.30 | 35 |
| 3 | 8,690.16 | 2,100.00 | 835.00 | 12.48 | 2,447.48 | 4,632.68 | 43 |
| 2 | 5,217.80 | 1,600.00 | 264.80 | 8.88 | 2,098.68 | 3,140.12 | 40 |
| 3 | 14,998.11 | 2,400.00 | 1,997.11 | 90.59 | 14,036.71 | 9,649.40 | 98 |
| 3 | 9,917.68 | 1,200.00 | 198.50 | 8.64 | 1,407.14 | 1,510.84 | 46 |
| 3 | 3,143.50 | 1,500.00 | 235.25 | 21.76 | 1,757.01 | 1,385.49 | 58 |
| 3 | 7,469.40 | 1,900.00 | 440.00 | 1.36 | 2,696.36 | 4,820.04 | 36 |
| 3 | 14,778.74 | 2,400.00 | 973.00 | 62.93 | 9,230.15 | 5,646.59 | 62 |
| 3 | 2,466.07 | 1,200.00 | 123.00 | 24.16 | 1,351.16 | 1,114.91 | 55 |
| son. | | | | | | | |
| 3 | 20,290.79 | 2,600.00 | 1,250.00 | 51.86 | 12,411.40 | 7,858.30 | 61 |
| 3 | 3,044.45 | 1,400.00 | 144.25 | 2.24 | 1,640.49 | 1,397.96 | 54 |
| 3 | 3,456.39 | 1,500.00 | 248.80 | 10.00 | 1,958.80 | 1,497.59 | 57 |
| 3 | 4,943.52 | 1,600.00 | 288.50 | 6.52 | 2,144.02 | 2,799.50 | 43 |
| 2 | 10,535.44 | 2,300.00 | 475.00 | 19.52 | 4,194.52 | 6,340.92 | 40 |
| 3 | 4,898.85 | 1,600.00 | 327.25 | 8.16 | 2,235.41 | 2,033.44 | 46 |
| 3 | 1,563.07 | 750.00 | 63.00 | 1.12 | 926.62 | 576.45 | 62 |
| 3 | 4,094.52 | 1,500.00 | 285.00 | 6.96 | 2,091.90 | 2,004.56 | 51 |
| 3 | 4,953.20 | 1,600.00 | 231.00 | 40.57 | 1,871.57 | 3,081.63 | 38 |
| 3 | 3,201.82 | 1,500.00 | 242.16 | 3.76 | 1,745.92 | 1,455.90 | 55 |
| 3 | 3,220.35 | 1,400.00 | 196.53 | 2.24 | 1,598.77 | 1,621.58 | 50 |
| 3 | 15,465.38 | 2,500.00 | 548.01 | 40.00 | 9,140.21 | 6,316.17 | 59 |
| 3 | 1,855.77 | 750.00 | 130.50 | 1.28 | 954.70 | 901.01 | 51 |
| 3 | 2,238.71 | 1,100.00 | 186.25 | 6.28 | 1,293.53 | 945.18 | 58 |
| Presidential, Oct. 1, 1893. | | | | | | | |
| Mail bags, 25 cents. | | | | | | | |
| Presidential, Oct. 1, 1893. | | | | | | | |
| Presidential, Oct. 1, 1893. | | | | | | | |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|------------------------|--------|-----------------|----------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| NEW YORK—continued. | | | | | | | | | | | |
| East Syracuse..... | 3 | \$337.64 | \$500.00 | ..... | \$65.64 | \$2.32 | ..... | \$557.96 | \$269.68 | 68 | Presidential, Jan. 1, 1894. |
| Ellenville..... | 3 | 6,158.30 | 1,800.00 | \$200.00 | 910.00 | 6.04 | ..... | 2,319.04 | 3,839.35 | 38 | |
| Killbuckville..... | 3 | 2,738.97 | 1,100.00 | ..... | 160.00 | 2.72 | ..... | 1,262.72 | 1,014.25 | 55 | |
| Elmira..... | 1 | 67,705.05 | 3,200.00 | ..... | 2,648.34 | 365.36 | \$14,662.14 | 30,675.84 | 87,028.21 | 45 | |
| Fairport..... | 3 | 8,070.98 | 1,500.00 | 162.50 | 350.00 | 7.68 | ..... | 2,320.18 | 2,750.78 | 46 | |
| Fairport..... | 3 | 1,962.61 | 1,100.00 | ..... | 111.32 | 37.36 | ..... | 1,212.20 | 750.71 | 62 | |
| Far Rockaway..... | 3 | 6,415.23 | 1,600.00 | ..... | 323.89 | ..... | ..... | 1,963.35 | 3,451.88 | 38 | |
| Fayetteville..... | 3 | 2,430.34 | 1,200.00 | ..... | 138.25 | 4.80 | ..... | 1,363.05 | 1,037.29 | 57 | |
| Franklin on the Hudson | 3 | 5,967.13 | 1,700.00 | 243.00 | 222.92 | 22.16 | ..... | 2,520.66 | 3,546.47 | 40 | |
| Flatbush..... | 3 | 3,463.95 | 1,145.00 | ..... | 353.50 | 34.80 | ..... | 1,452.72 | 2,031.23 | 42 | |
| Florida Park..... | 2 | 46,864.32 | 2,500.00 | ..... | 500.00 | 20.52 | ..... | 6,508.43 | 39,750.07 | 14 | |
| Fonda..... | 3 | 2,764.53 | 1,400.00 | ..... | 435.29 | 91.38 | 4,385.07 | 9,032.63 | 7,771.69 | 54 | |
| Frederick..... | 3 | 2,764.53 | 1,400.00 | ..... | 235.50 | 8.40 | ..... | 1,843.90 | 920.93 | 67 | |
| Fort Edward..... | 3 | 4,871.01 | 1,600.00 | 200.00 | 196.00 | 16.24 | ..... | 1,962.24 | 2,908.78 | 40 | |
| Fort Plain..... | 3 | 8,495.97 | 2,200.00 | 1,500.00 | 500.00 | 17.93 | ..... | 4,017.93 | 4,478.04 | 47 | |
| Frankfort..... | 3 | 2,899.92 | 1,300.00 | ..... | 173.06 | 5.76 | ..... | 1,478.82 | 1,391.10 | 52 | |
| Franklinville..... | 3 | 3,683.38 | 1,400.00 | ..... | 161.24 | 3.08 | ..... | 1,554.92 | 2,128.46 | 45 | |
| Fredonia..... | 2 | 11,294.74 | 2,300.00 | 1,300.00 | 500.00 | 15.60 | ..... | 4,115.60 | 7,179.14 | 38 | |
| Friendship..... | 3 | 3,161.27 | 1,400.00 | 100.00 | 250.00 | 3.92 | ..... | 1,753.92 | 1,407.35 | 55 | |
| Fulton..... | 3 | 9,092.82 | 2,100.00 | 1,300.00 | 355.00 | 24.16 | ..... | 3,779.16 | 5,313.66 | 42 | |
| Fultonville..... | 3 | 2,206.15 | 1,300.00 | ..... | 180.89 | 3.84 | ..... | 1,494.53 | 711.62 | 68 | |
| Geneeo..... | 3 | 5,843.72 | 1,700.00 | 300.00 | 338.00 | 9.36 | ..... | 2,347.36 | 3,496.36 | 40 | |
| Geneeo..... | 1 | 36,885.56 | 3,000.00 | 4,200.00 | 735.00 | 98.05 | 3,963.71 | 11,997.36 | 24,888.20 | 33 | |
| Glen Cove..... | 3 | 3,970.07 | 1,400.00 | ..... | 196.46 | 14.96 | ..... | 1,614.42 | 2,355.65 | 41 | |
| Glens Falls..... | 2 | 17,265.71 | 2,500.00 | 1,582.35 | 1,000.00 | 67.90 | 4,383.71 | 9,534.05 | 7,731.66 | 55 | |
| Gloversville..... | 2 | 19,829.56 | 2,600.00 | 2,000.00 | 924.34 | 25.52 | 6,737.00 | 13,503.04 | 6,325.62 | 68 | |
| Goshen..... | 3 | 8,509.24 | 2,000.00 | 1,000.00 | 370.00 | 10.00 | ..... | 3,365.52 | 5,113.72 | 40 | |
| Gouverneur..... | 3 | 7,541.18 | 1,900.00 | 450.00 | 275.00 | 10.00 | ..... | 2,635.00 | 4,906.18 | 35 | |
| Gowanda..... | 3 | 2,801.40 | 1,200.00 | ..... | 184.30 | 3.04 | ..... | 1,367.43 | 1,413.97 | 50 | |
| Granville..... | 3 | 4,008.71 | 1,500.00 | 10.78 | 264.77 | 4.32 | ..... | 1,788.87 | 2,219.84 | 45 | |
| Greene..... | 3 | 3,621.17 | 1,500.00 | 200.00 | 290.00 | 1.84 | ..... | 1,991.84 | 1,629.33 | 55 | |
| Greenport..... | 3 | 4,877.07 | 1,600.00 | 150.00 | 286.37 | 10.32 | ..... | 2,051.01 | 2,826.06 | 42 | |
| Greenwich..... | 3 | 4,204.17 | 1,500.00 | ..... | 284.00 | 14.64 | ..... | 1,764.32 | 2,439.85 | 42 | |
| Groton..... | 3 | 7,662.16 | 1,700.00 | ..... | 207.56 | 5.84 | ..... | 1,909.74 | 2,852.92 | 40 | |
| Hamburg..... | 3 | 3,252.02 | 1,200.00 | 150.00 | 160.20 | 2.84 | ..... | 1,516.04 | 1,735.98 | 47 | |
| Hamilton..... | 3 | 6,151.99 | 1,700.00 | ..... | 265.00 | 13.92 | ..... | 2,098.92 | 4,144.97 | 33 | |
| Hammondsport..... | 3 | 3,252.02 | 1,200.00 | 249.75 | 164.02 | 4.56 | ..... | 1,918.36 | 1,703.23 | 53 | |
| Hancock..... | 3 | 2,635.24 | 1,200.00 | 212.50 | 147.55 | 2.48 | ..... | 1,502.53 | 1,073.81 | 59 | |
| Havana..... | 3 | 2,530.74 | 1,300.00 | 80.00 | 191.30 | 5.60 | ..... | 1,576.90 | 983.84 | 62 | |
| Haverstraw..... | 3 | 4,486.76 | 1,600.00 | 200.00 | 332.25 | 17.80 | ..... | 2,140.85 | 2,345.91 | 46 | |
| Hempstead..... | 3 | 7,700.10 | 1,900.00 | 100.00 | 405.00 | 27.08 | ..... | 2,432.06 | 5,267.51 | 32 | |

Discontinued Feb. 28, 1894.

| | | | | | | | | |
|------------------|---|-------------|------------|------------|------------|------------|-------------|------------|
| Heckmer | 2 | 8, 147. 53 | 2, 100. 00 | 1, 200. 00 | 415. 00 | 25. 87 | 8, 741. 57 | 1, 405. 96 |
| Highland Falls | 3 | 2, 570. 56 | 1, 100. 00 | 100. 00 | 180. 00 | 16. 58 | 1, 273. 68 | 50 |
| Holley | 3 | 2, 874. 76 | 1, 300. 00 | 100. 00 | 201. 50 | 4. 32 | 1, 268. 84 | 50 |
| Homer | 3 | 4, 409. 23 | 1, 600. 00 | 200. 00 | 333. 50 | 7. 08 | 2, 208. 04 | 49 |
| Honeyoye Falls | 3 | 2, 575. 01 | 1, 200. 00 | 100. 00 | 144. 56 | 2. 48 | 1, 347. 04 | 52 |
| Hornick Falls | 2 | 8, 871. 73 | 2, 200. 00 | 2, 000. 00 | 500. 00 | 32. 20 | 6, 981. 73 | 78 |
| Hornells Falls | 2 | 16, 727. 29 | 2, 500. 00 | 200. 00 | 1, 200. 00 | 59. 20 | 10, 841. 84 | 65 |
| Horseheads | 3 | 3, 621. 23 | 1, 400. 00 | 2, 100. 00 | 112. 40 | 6. 34 | 1, 718. 64 | 47 |
| Hudson | 2 | 18, 228. 10 | 1, 800. 00 | 2, 100. 00 | 1, 140. 00 | 68. 11 | 10, 174. 91 | 56 |
| Huntington | 3 | 7, 538. 60 | 1, 800. 00 | 200. 00 | 238. 96 | 5. 36 | 2, 042. 35 | 27 |
| Illion | 3 | 7, 264. 04 | 1, 800. 00 | 200. 00 | 300. 00 | 17. 38 | 2, 377. 38 | 33 |
| Irrington | 3 | 3, 485. 43 | 1, 400. 00 | 100. 00 | 109. 83 | 34. 00 | 1, 543. 82 | 45 |
| Itaip | 3 | 3, 241. 71 | 1, 400. 00 | 100. 00 | 212. 14 | 13. 60 | 1, 625. 74 | 50 |
| Ithaca | 2 | 33, 691. 11 | 2, 300. 00 | 4, 498. 34 | 1, 786. 75 | 187. 40 | 17, 218. 91 | 51 |
| Jamaica | 2 | 10, 813. 20 | 2, 300. 00 | 1, 000. 00 | 380. 00 | 45. 04 | 3, 725. 04 | 34 |
| Jamestown | 2 | 38, 768. 78 | 2, 900. 00 | 4, 707. 60 | 1, 800. 00 | 182. 39 | 18, 130. 96 | 47 |
| Johnstown | 2 | 12, 374. 51 | 2, 400. 00 | 1, 500. 00 | 1, 000. 00 | 3, 862. 13 | 8, 003. 83 | 65 |
| Jordan | 3 | 3, 201. 98 | 1, 100. 00 | 250. 00 | 157. 67 | 8. 04 | 1, 290. 71 | 57 |
| Keseeville | 3 | 3, 553. 20 | 1, 500. 00 | 200. 00 | 296. 00 | 8. 84 | 2, 048. 84 | 58 |
| Kington | 2 | 15, 387. 96 | 2, 400. 00 | 2, 000. 00 | 835. 05 | 174. 55 | 5, 408. 55 | 35 |
| Lancaster | 3 | 1, 814. 66 | 750. 00 | 1, 500. 00 | 109. 50 | 8. 68 | 863. 18 | 48 |
| Le Roy | 2 | 10, 784. 02 | 1, 400. 00 | 1, 500. 00 | 294. 10 | 12. 24 | 4, 108. 34 | 38 |
| Liberty | 3 | 4, 061. 64 | 1, 400. 00 | 100. 00 | 92. 00 | 14. 24 | 1, 504. 24 | 37 |
| Lima | 3 | 1, 044. 89 | 1, 100. 00 | 2, 100. 00 | 119. 58 | 1. 60 | 1, 221. 18 | 60 |
| Little Falls | 2 | 15, 859. 69 | 2, 500. 00 | 2, 100. 00 | 854. 00 | 100. 51 | 10, 082. 06 | 63 |
| Livonia Station | 3 | 2, 240. 21 | 1, 100. 00 | 150. 00 | 130. 39 | 1. 76 | 1, 393. 15 | 62 |
| Lockport | 3 | 24, 703. 98 | 2, 700. 00 | 3, 900. 00 | 1, 559. 90 | 139. 57 | 15, 798. 37 | 64 |
| Long Island City | 2 | 25, 713. 64 | 2, 600. 00 | 3, 298. 92 | 486. 66 | 123. 85 | 19, 123. 44 | 74 |
| Lovelle | 3 | 6, 382. 18 | 1, 800. 00 | 1, 450. 00 | 390. 00 | 10. 56 | 2, 620. 56 | 41 |
| Lyns | 2 | 10, 798. 23 | 2, 200. 00 | 1, 300. 00 | 496. 58 | 18. 74 | 4, 013. 54 | 37 |
| Melrose | 3 | 2, 107. 20 | 2, 200. 00 | 1, 200. 00 | 700. 00 | 16. 74 | 4, 116. 74 | 41 |
| Mamaneek | 3 | 4, 425. 11 | 1, 700. 00 | 200. 00 | 248. 50 | 28. 80 | 2, 347. 81 | 47 |
| Manlius | 3 | 2, 277. 78 | 1, 100. 00 | 200. 00 | 187. 64 | 4. 82 | 2, 077. 80 | 53 |
| Marathon | 3 | 2, 682. 32 | 1, 500. 00 | 200. 00 | 270. 00 | 4. 03 | 1, 431. 72 | 58 |
| Mattawan | 3 | 2, 462. 45 | 1, 400. 00 | 200. 00 | 196. 00 | 16. 04 | 1, 868. 64 | 44 |
| Meyville | 3 | 4, 833. 57 | 1, 600. 00 | 233. 14 | 235. 40 | 0. 10 | 1, 604. 19 | 44 |
| Mechanicville | 2 | 6, 410. 15 | 2, 000. 00 | 1, 100. 00 | 500. 00 | 15. 09 | 3, 615. 09 | 43 |
| Mexico | 3 | 3, 041. 96 | 1, 400. 00 | 200. 00 | 252. 00 | 6. 60 | 1, 457. 60 | 61 |
| Middleburg | 3 | 2, 734. 90 | 1, 300. 00 | 225. 00 | 214. 30 | 2. 72 | 1, 742. 02 | 01 |
| Middleport | 3 | 2, 479. 77 | 1, 400. 00 | 2, 541. 21 | 162. 00 | 4. 08 | 1, 566. 08 | 63 |
| Middleton | 2 | 20, 996. 08 | 2, 400. 00 | 2, 541. 21 | 1, 400. 00 | 94. 09 | 11, 944. 43 | 57 |
| Millerton | 3 | 2, 097. 34 | 1, 500. 00 | 250. 00 | 218. 22 | 5. 04 | 1, 973. 26 | 53 |
| Mohawk | 3 | 3, 014. 90 | 1, 300. 00 | 100. 00 | 200. 50 | 8. 92 | 1, 604. 42 | 57 |
| Montgomery | 3 | 446. 21 | 250. 00 | 200. 00 | 25. 40 | 60 | 276. 00 | 62 |
| Monticello | 3 | 3, 554. 75 | 1, 400. 00 | 249. 99 | 228. 83 | 11. 08 | 1, 888. 50 | 53 |
| Moravia | 3 | 3, 543. 97 | 1, 400. 00 | 152. 00 | 3. 68 | 3. 68 | 1, 565. 68 | 44 |
| Morristown | 2 | 14, 894. 14 | 2, 500. 00 | 1, 400. 00 | 166. 80 | 1. 80 | 4, 098. 60 | 27 |
| Mount Kisco | 3 | 2, 067. 02 | 1, 200. 00 | 300. 00 | 181. 60 | 6. 32 | 1, 387. 92 | 52 |
| Mount Morris | 3 | 4, 503. 64 | 1, 900. 00 | 333. 14 | 333. 14 | 10. 00 | 2, 243. 14 | 50 |
| Mount Vernon | 1 | 34, 583. 21 | 3, 100. 00 | 2, 600. 00 | 1, 000. 00 | 163. 04 | 15, 760. 70 | 46 |
| Naples | 3 | 2, 542. 70 | 1, 300. 00 | 300. 00 | 190. 51 | 80 | 1, 701. 31 | 70 |

Mall bags, 82.

Presidential, Oct. 1, 1893.

Presidential, Apr. 1, 1894.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clark hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------|--------|-----------------|------------|--------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|--------------------------------------|
| NEW YORK—continued. | | | | | | | | | | | |
| Newark..... | 2 | \$16,609.75 | \$2,400.00 | \$1,700.00 | \$375.00 | \$12.32 | \$1,385.66 | \$5,872.98 | \$10,736.77 | 35 | |
| New Brighton..... | 1 | 23,847.25 | 2,600.00 | 1,500.00 | 650.00 | 114.72 | 3,611.08 | 8,875.80 | 17,471.45 | 32 | |
| Newburg..... | 2 | 40,858.85 | 3,000.00 | 5,518.48 | 1,700.00 | 190.68 | 11,931.32 | 23,390.48 | 18,468.37 | 55 | |
| New Paltz..... | 2 | 3,131.15 | 1,400.00 | ..... | 154.72 | 8.44 | ..... | 1,568.16 | 1,562.99 | 50 | |
| New Rochelle..... | 2 | 23,550.94 | 2,500.00 | 2,100.00 | 650.00 | 124.34 | 4,073.87 | 9,451.21 | 14,099.73 | 40 | |
| New York..... | 1 | 6,942,873.51 | 8,000.00 | 1,389,402.40 | 67,427.21 | 73,563.26 | 1,218,683.91 | 2,767,016.78 | 4,185,856.73 | 40 | Government building. Mail bags \$68. |
| Niagara Falls..... | 2 | 18,608.97 | 2,500.00 | 2,001.09 | 762.20 | 100.08 | 3,462.62 | 8,825.99 | 9,790.98 | 47 | |
| Northport..... | 2 | 20,528.15 | 2,500.00 | 1,000.00 | 226.85 | 8.44 | ..... | 3,744.99 | 16,780.16 | 18 | |
| North Tonawanda..... | 3 | 2,874.84 | 425.00 | 150.00 | 89.50 | 5.28 | ..... | 1,596.73 | 1,464.56 | 19 | |
| Northville..... | 3 | 2,053.84 | 1,000.00 | 125.00 | 103.00 | 2.70 | ..... | 1,291.76 | 7,744.98 | 63 | |
| Norwich..... | 3 | 11,970.78 | 2,800.00 | 1,400.00 | 675.00 | 28.24 | 3,310.31 | 7,717.45 | 4,253.31 | 64 | |
| Norwood..... | 3 | 2,672.78 | 1,200.00 | 350.00 | 161.87 | 2.56 | ..... | 1,714.43 | 1,066.33 | 64 | |
| Runda..... | 3 | 2,876.48 | 1,200.00 | 200.00 | 179.25 | 2.45 | ..... | 1,381.73 | 1,294.76 | 53 | |
| Rye..... | 2 | 11,812.10 | 2,200.00 | 1,270.83 | 478.85 | 64.54 | ..... | 4,014.22 | 7,787.88 | 34 | |
| Schenectady..... | 2 | 17,442.75 | 2,500.00 | 2,700.00 | ..... | 64.72 | 6,392.95 | 11,654.67 | 5,788.08 | 67 | |
| Schenectady..... | 2 | 16,965.00 | 2,500.00 | 2,200.00 | 1,000.00 | 78.18 | 4,177.84 | 9,853.52 | 7,006.48 | 59 | |
| Schenectady..... | 2 | 12,969.00 | 2,400.00 | 1,500.00 | 775.00 | 6.56 | 3,279.13 | 7,960.69 | 4,948.31 | 62 | |
| Oneonta..... | 2 | 15,496.21 | 2,400.00 | 1,700.00 | 750.00 | 1.18 | 3,697.98 | 8,549.04 | 6,920.17 | 55 | |
| Oswego..... | 2 | 24,898.46 | 2,700.00 | 4,300.00 | 750.00 | 124.01 | 8,639.73 | 16,963.74 | 8,934.72 | 64 | |
| Ovid..... | 2 | 1,962.69 | 1,000.00 | ..... | 144.00 | 2.72 | ..... | 1,146.72 | 815.97 | 57 | |
| Owego..... | 2 | 11,319.78 | 2,800.00 | 1,400.00 | 810.00 | 72.48 | 3,049.08 | 7,682.16 | 3,687.62 | 67 | |
| Oxford..... | 2 | 4,406.97 | 1,600.00 | 190.00 | 263.50 | 6.24 | ..... | 1,990.74 | 2,407.23 | 45 | |
| Oyster Bay..... | 3 | 3,201.42 | 1,300.00 | ..... | 188.47 | 8.40 | ..... | 1,466.87 | 1,734.55 | 46 | |
| Palmira..... | 3 | 7,393.92 | 2,000.00 | 700.00 | 380.00 | 13.55 | ..... | 3,093.55 | 4,210.37 | 42 | |
| Patchogue..... | 3 | 7,296.04 | 1,900.00 | 240.00 | 27.36 | 27.36 | ..... | 2,177.36 | 5,119.28 | 30 | |
| Pawling..... | 3 | 2,445.82 | 1,200.00 | ..... | 160.00 | 4.72 | ..... | 1,364.72 | 1,081.10 | 56 | |
| Peekskill..... | 2 | 15,955.34 | 2,400.00 | 1,600.00 | 600.00 | 65.72 | 4,379.98 | 9,045.70 | 6,909.64 | 57 | |
| Penn Yan..... | 2 | 13,910.32 | 2,400.00 | 1,700.00 | 350.00 | 21.50 | ..... | 4,471.50 | 9,447.82 | 32 | |
| Perry..... | 3 | 3,964.56 | 1,500.00 | 200.00 | 224.18 | 3.60 | ..... | 1,727.78 | 2,226.78 | 44 | |
| Phelps..... | 3 | 3,036.19 | 1,400.00 | ..... | 202.00 | 4.80 | ..... | 1,806.80 | 1,229.39 | 60 | |
| Philmont..... | 3 | 2,630.56 | 1,200.00 | ..... | 155.85 | 7.12 | ..... | 1,362.97 | 1,267.59 | 52 | |
| Phoenix..... | 3 | 2,306.24 | 1,200.00 | ..... | 214.13 | 6.13 | ..... | 1,419.25 | 986.99 | 62 | |
| Plattsburgh..... | 3 | 13,404.15 | 2,400.00 | 1,900.00 | 164.85 | ..... | 2,788.37 | 7,088.37 | 6,315.78 | 53 | |
| Port Byron..... | 3 | 2,407.16 | 1,300.00 | ..... | 603.20 | 54.72 | ..... | 1,404.85 | 942.31 | 61 | |
| Port Chester..... | 3 | 30,894.87 | 2,400.00 | 1,500.00 | 154.76 | 7.76 | ..... | 6,933.56 | 23,961.31 | 22 | |
| Port Henry..... | 3 | 8,847.78 | 1,600.00 | 200.00 | 238.75 | 5.52 | ..... | 1,962.52 | 1,885.26 | 51 | |
| Port Jefferson..... | 3 | 3,034.70 | 1,300.00 | ..... | 238.75 | 5.52 | ..... | 1,544.27 | 1,490.49 | 51 | |
| Port Jervis..... | 2 | 11,606.02 | 2,300.00 | 1,400.00 | 700.00 | 2.00 | ..... | 3,549.52 | 8,056.50 | 73 | |
| Port Richmond..... | 2 | 11,606.26 | 2,200.00 | 900.00 | 340.00 | 32.00 | ..... | 3,482.00 | 8,124.26 | 40 | |
| Portville..... | 3 | 2,246.25 | 1,000.00 | ..... | 100.86 | 1.68 | ..... | 1,102.54 | 1,143.71 | 49 | |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------------|--------|----------------------|-------------------|---------------------|------------------------|----------------------------|---------------------|---------------------|---------------------|-------------------------------------|--|
| NEW YORK—continued. | | | | | | | | | | | |
| Union Springs..... | 3 | \$1,997.00 | \$1,100.00 | | \$188.30 | \$2.88 | | \$1,291.18 | \$708.42 | 65 | Government building. |
| Utica..... | 1 | 105,873.05 | 3,300.00 | \$14,685.46 | 460.07 | 3.08 | \$22,804.58 | 41,640.04 | 64,640.04 | 39 | |
| Victor..... | 3 | 2,153.03 | 1,100.00 | | 127.83 | 3.08 | | 1,231.51 | 921.52 | 57 | |
| Walden..... | 3 | 3,682.42 | 1,400.00 | | 295.00 | 5.84 | | 1,610.84 | 2,051.58 | 44 | |
| Watson..... | 3 | 4,007.13 | 1,700.00 | 200.00 | 300.00 | 7.44 | | 2,207.44 | 3,798.69 | 37 | |
| Wappingers Falls..... | 3 | 4,221.14 | 1,600.00 | 100.00 | 281.06 | 9.08 | | 1,990.74 | 2,230.40 | 47 | |
| Warrensburg..... | 3 | 1,584.35 | 750.00 | | 74.25 | 2.48 | | 820.73 | 757.62 | 52 | Presidential, Oct. 1, 1893. |
| Warsaw..... | 3 | 7,794.56 | 1,900.00 | 300.00 | 354.92 | 11.28 | | 2,526.26 | 5,228.36 | 33 | Delinquent from July 1 to July 31, 1893. |
| Warwick..... | 3 | 4,105.94 | 1,373.64 | 183.13 | 235.49 | 6.72 | | 1,798.98 | 2,306.90 | 44 | |
| Washingtonville..... | 3 | 1,888.61 | 1,000.00 | | 78.74 | 3.12 | | 1,081.86 | 906.75 | 57 | |
| Waterford..... | 3 | 4,310.14 | 1,700.00 | 150.00 | 283.50 | 10.48 | | 2,143.98 | 2,166.16 | 57 | |
| Waterloo..... | 3 | 8,484.85 | 1,800.00 | 100.00 | 410.00 | 18.32 | | 2,328.32 | 6,136.53 | 28 | |
| Watertown..... | 3 | 34,245.04 | 2,800.00 | 4,300.00 | 163.05 | 18.32 | 9,067.04 | 16,330.69 | 17,924.35 | 48 | Government building. |
| Waterville..... | 3 | 4,832.73 | 1,600.00 | | 316.00 | 5.52 | | 1,921.52 | 3,011.21 | 39 | |
| Watkins..... | 3 | 6,332.23 | 1,800.00 | 246.50 | 330.00 | 20.48 | | 2,593.98 | 3,935.25 | 38 | |
| Waterville..... | 3 | 8,070.77 | 2,200.00 | 1,100.00 | 600.00 | 20.60 | | 0,563.22 | 1,507.55 | 81 | |
| Weedport..... | 3 | 3,965.06 | 1,500.00 | 300.00 | 295.00 | 0.68 | | 2,101.08 | 1,863.98 | 53 | |
| Wellville..... | 3 | 7,720.70 | 1,900.00 | 400.00 | 460.00 | 12.08 | | 2,773.08 | 4,948.62 | 36 | |
| Westchester..... | 3 | 5,282.34 | 1,700.00 | | 345.75 | 34.48 | | 2,080.23 | 3,182.11 | 40 | |
| Westfield..... | 3 | 6,415.50 | 1,800.00 | 200.00 | 342.45 | 22.40 | | 2,364.85 | 4,053.65 | 37 | |
| West New Brighton..... | 2 | 21,684.20 | 2,700.00 | 1,900.00 | 840.00 | 40.44 | | 6,868.71 | 11,817.58 | 46 | |
| West Point..... | 3 | 4,732.33 | 1,500.00 | 100.00 | 180.00 | 24.00 | 4,883.27 | 1,094.00 | 2,928.32 | 38 | |
| West Seneca..... | 3 | 2,083.98 | 1,000.00 | | 98.00 | | | 1,094.00 | 987.98 | 53 | |
| West Troy..... | 2 | 8,347.57 | 2,000.00 | 680.00 | 251.09 | 44.30 | 4,381.17 | 7,375.50 | 972.01 | 86 | |
| Whitehall..... | 2 | 5,473.91 | 1,700.00 | | 208.00 | 14.00 | | 1,922.00 | 3,551.91 | 35 | |
| White Plains..... | 2 | 12,823.47 | 2,400.00 | 900.00 | 600.00 | 60.35 | | 3,860.35 | 8,963.12 | 30 | |
| Whitestown..... | 2 | 2,878.63 | 1,400.00 | | 149.85 | 12.32 | | 1,562.17 | 1,316.46 | 54 | |
| Whitney Point..... | 2 | 2,080.41 | 1,000.00 | 300.00 | 118.50 | 2.00 | | 1,418.50 | 1,661.91 | 68 | |
| Widewater..... | 2 | 2,019.94 | 1,400.00 | | 228.24 | 3.04 | | 1,681.28 | 2,378.66 | 54 | |
| Widewater..... | 2 | 4,418.73 | 1,400.00 | | 100.00 | 8.48 | | 1,568.48 | 2,818.30 | 36 | |
| Worcester..... | 3 | 1,878.73 | 1,000.00 | | 123.19 | 2.00 | | 1,127.19 | 742.54 | 60 | |
| Yonkers..... | 1 | 84,710.39 | 3,100.00 | 5,530.71 | 2,100.00 | 271.30 | 13,572.35 | 24,574.42 | 80,136.17 | 45 | |
| Total | | 11,856,370.50 | 521,109.47 | 2,016,563.85 | 188,024.11 | 104,533.85 | 2,865,970.08 | 5,195,861.39 | 9,660,509.20 | 44 | |
| NORTH CAROLINA. | | | | | | | | | | | |
| Asheville..... | 2 | 20,562.91 | 2,600.00 | 3,435.98 | | 105.02 | 3,064.44 | 9,836.34 | 10,788.87 | 48 | Government building. |
| Burlington..... | 3 | 2,966.98 | 1,400.00 | 100.00 | 221.12 | 3.80 | | 1,724.72 | 1,235.26 | 58 | |
| Chapel Hill..... | 3 | 3,082.84 | 1,200.00 | 150.00 | 60.70 | 3.02 | | 1,414.62 | 1,668.22 | 46 | |

| | | | | | | | | | | |
|----------------|---|------------|-----------|-----------|--------|-----------|------------|------------|----------------------|----|
| Charlotte | 2 | 25,012.44 | 2,800.00 | 3,761.50 | 140.97 | 4,703.70 | 11,268.17 | 13,745.27 | Do. | 45 |
| Concord | 2 | 4,412.00 | 1,500.00 | 2,277.50 | 8.64 | ..... | 2,080.51 | 2,301.40 | Do. | 46 |
| Durham | 2 | 1,676.38 | 2,300.00 | 1,624.00 | 14.10 | 2,632.66 | 7,070.80 | 4,605.88 | Do. | 61 |
| Elkton | 3 | 2,652.82 | 1,200.00 | 180.00 | 7.04 | ..... | 1,509.70 | 1,322.73 | Do. | 57 |
| Elizabeth City | 3 | 4,280.82 | 1,800.00 | 100.00 | 22.74 | ..... | 1,891.84 | 2,382.28 | Do. | 44 |
| Fayetteville | 2 | 6,063.74 | 1,800.00 | 1,000.00 | 13.08 | ..... | 2,539.93 | 4,103.81 | Do. | 38 |
| Goldsboro | 2 | 6,682.06 | 1,800.00 | 1,000.00 | 23.20 | ..... | 3,245.20 | 3,436.88 | Do. | 49 |
| Greensboro | 2 | 14,704.50 | 2,400.00 | 2,389.33 | 48.81 | 2,608.02 | 7,484.92 | 7,240.86 | Do. | 51 |
| Henderson | 3 | 2,804.63 | 1,100.00 | 200.00 | 82.53 | ..... | 1,367.80 | 916.74 | Mail bags, 70 cents. | 60 |
| Hendersonville | 3 | 4,008.43 | 1,500.00 | 280.00 | 11.10 | ..... | 2,077.10 | 1,821.33 | Mail bags, 55 cents. | 52 |
| Hickory | 3 | 2,070.64 | 1,100.00 | 300.00 | 4.39 | ..... | 1,572.80 | 1,497.75 | Mail bags, 55 cents. | 76 |
| High Point | 3 | 3,661.00 | 1,500.00 | 188.75 | 5.28 | ..... | 1,903.53 | 1,757.47 | Do. | 57 |
| Kinston | 3 | 3,832.33 | 1,400.00 | 150.00 | 248.69 | ..... | 1,803.93 | 2,019.00 | Do. | 52 |
| Kinston | 3 | 8,249.64 | 1,300.00 | 175.00 | 221.03 | ..... | 1,703.33 | 1,546.31 | Do. | 64 |
| Lexington | 3 | 2,308.87 | 1,100.00 | 280.00 | 3.08 | ..... | 1,474.68 | 834.19 | Do. | 62 |
| Monroe | 3 | 2,222.93 | 1,100.00 | 120.56 | 2.56 | ..... | 1,532.12 | 690.81 | Do. | 69 |
| Morgantown | 3 | 2,769.52 | 1,200.00 | 200.00 | 0.80 | ..... | 1,000.80 | 1,162.72 | Do. | 58 |
| Mount Airy | 3 | 3,280.50 | 1,400.00 | 225.00 | 3.53 | ..... | 1,752.77 | 1,530.73 | Do. | 53 |
| Newbern | 2 | 8,425.30 | 2,000.00 | 1,050.00 | 50.83 | ..... | 3,420.82 | 5,004.48 | Do. | 41 |
| Oxford | 2 | 3,498.05 | 1,500.00 | 300.00 | 8.00 | 5,068.34 | 2,062.50 | 12,137.94 | Government building. | 59 |
| Raleigh | 2 | 25,616.41 | 2,700.00 | 4,700.00 | 110.13 | ..... | 13,478.47 | 2,864.43 | Government building. | 52 |
| Ridgeway | 3 | 6,098.30 | 1,600.00 | 455.00 | 4.64 | ..... | 2,253.13 | 2,899.53 | Do. | 43 |
| Rockingham | 3 | 2,152.06 | 1,000.00 | 112.40 | 1.84 | ..... | 1,253.13 | 869.43 | Do. | 58 |
| Rocky Mount | 3 | 3,836.82 | 1,400.00 | 223.37 | 7.52 | ..... | 1,757.57 | 2,079.25 | Do. | 46 |
| Salem | 3 | 3,295.26 | 1,800.00 | 125.00 | 3.02 | ..... | 1,908.92 | 1,326.84 | Do. | 00 |
| Salisbury | 3 | 6,857.18 | 1,800.00 | 825.00 | 18.24 | ..... | 3,003.24 | 2,853.94 | Do. | 51 |
| Shelby | 3 | 2,207.17 | 1,000.00 | 300.00 | 4.02 | ..... | 1,464.77 | 742.40 | Do. | 60 |
| Statesville | 3 | 7,964.70 | 1,700.00 | 600.00 | 0.08 | ..... | 2,306.08 | 5,658.71 | Do. | 51 |
| Tarboro | 3 | 4,386.00 | 1,600.00 | 220.60 | 13.12 | ..... | 2,031.00 | 2,354.87 | Do. | 29 |
| Washington | 3 | 4,635.11 | 1,500.00 | 212.50 | 11.28 | ..... | 1,067.42 | 2,667.60 | Do. | 46 |
| Wilmington | 2 | 30,235.80 | 2,800.00 | 5,100.00 | 91.13 | 0,974.27 | 14,965.40 | 15,270.40 | Do. | 42 |
| Wilson | 3 | 4,262.84 | 1,000.00 | 144.74 | 15.52 | ..... | 2,002.78 | 2,260.09 | Do. | 49 |
| Winston | 3 | 31,027.12 | 2,900.00 | 2,700.00 | 5.00 | ..... | 9,767.38 | 21,250.82 | Do. | 47 |
| Total | | 274,878.63 | 59,700.00 | 32,637.50 | 798.77 | 30,043.35 | 130,482.44 | 144,396.19 | | 47 |
| NORTH DAKOTA. | | | | | | | | | | |
| Bismarck | 3 | 5,754.88 | 1,000.00 | 1,000.00 | 7.20 | ..... | 3,309.64 | 2,445.24 | Do. | 53 |
| Cassellton | 3 | 3,399.52 | 1,400.00 | ..... | 1.84 | ..... | 1,643.34 | 1,756.18 | Do. | 48 |
| Devils Lake | 3 | 3,984.75 | 1,700.00 | 130.00 | 4.64 | ..... | 2,199.13 | 1,705.63 | Do. | 55 |
| Dickinson | 3 | 2,471.25 | 1,100.00 | 98.23 | 1.94 | ..... | 1,382.84 | 1,078.41 | Do. | 56 |
| Ellendale | 3 | 2,420.28 | 1,200.00 | 262.50 | 0.90 | ..... | 1,674.19 | 1,748.00 | Do. | 60 |
| Fargo | 2 | 24,087.06 | 2,700.00 | 4,500.00 | 91.90 | 8,511.58 | 11,953.57 | 12,134.38 | Do. | 50 |
| Grand Forks | 2 | 1,541.48 | 1,600.00 | 200.00 | 8.32 | ..... | 9,234.58 | 2,402.16 | Do. | 47 |
| Grand Forks | 2 | 20,682.56 | 2,800.00 | 2,300.00 | 61.53 | 3,070.06 | 9,641.53 | 11,427.08 | Do. | 45 |
| Hillsboro | 3 | 3,466.26 | 1,400.00 | 300.00 | 1.28 | ..... | 2,618.24 | 1,824.72 | Do. | 47 |
| Jamestown | 3 | 6,348.02 | 1,900.00 | 410.00 | 8.24 | ..... | 2,618.24 | 3,730.73 | Do. | 41 |
| Lakota | 3 | 1,911.48 | 1,000.00 | 171.50 | ..... | ..... | 1,171.50 | 1,330.88 | Do. | 61 |
| Laramie | 3 | 2,552.67 | 1,200.00 | 200.00 | 3.08 | ..... | 1,413.67 | 1,088.00 | Do. | 63 |
| Lincoln | 3 | 2,622.83 | 1,400.00 | 200.00 | ..... | ..... | 1,871.63 | 1,136.20 | Do. | 63 |
| Mandan | 3 | 3,324.06 | 1,400.00 | 270.60 | 2.64 | ..... | 1,643.28 | 1,061.30 | Do. | 49 |

| | | | | | | | | |
|-----------------|------------|----------|------------|----------|----------|------------|------------|----|
| Cary. | 2,285.66 | 1,100.00 | 200.00 | 184.50 | 4.96 | 1,489.46 | 786.20 | 66 |
| Carrollton. | 2,135.64 | 1,100.00 | 124.73 | 162.70 | 4.24 | 1,351.67 | 763.97 | 66 |
| Celina. | 3,961.90 | 1,800.00 | 825.00 | 233.90 | 15.04 | 2,072.94 | 1,867.96 | 52 |
| Chagrin Falls. | 3,294.48 | 1,800.00 | 200.00 | 240.20 | 4.90 | 1,745.00 | 1,649.48 | 53 |
| Charlton. | 2,453.45 | 1,200.00 | 125.00 | 221.75 | 3.12 | 1,549.87 | 1,513.58 | 63 |
| Chillicothe. | 18,116.98 | 2,500.00 | 2,400.00 | 1,000.00 | 74.84 | 6,288.27 | 6,853.87 | 02 |
| Cincinnati. | 966,049.26 | 6,000.00 | 171,443.74 | 2,436.20 | 6,953.72 | 376,230.70 | 589,828.56 | 39 |
| Circleville. | 9,904.72 | 2,300.00 | 1,400.00 | 500.00 | 88.90 | 4,238.96 | 5,667.76 | 43 |
| Cleveland. | 572,820.29 | 5,000.00 | 86,022.78 | 2,092.00 | 3,406.67 | 227,977.73 | 344,842.56 | 40 |
| Clyde. | 4,092.33 | 1,500.00 | 283.65 | 283.65 | 0.68 | 1,983.33 | 2,090.00 | 49 |
| Columbiana. | 3,063.64 | 1,400.00 | 150.00 | 172.43 | 6.88 | 1,780.31 | 1,839.33 | 56 |
| Columbus. | 240,242.13 | 3,600.00 | 80,551.61 | 134.72 | 1,482.12 | 92,190.23 | 148,042.90 | 38 |
| Columbus Grove. | 3,031.49 | 1,400.00 | 100.00 | 129.72 | 3.28 | 1,628.00 | 1,403.49 | 54 |
| Conneaut. | 6,994.42 | 1,800.00 | 100.00 | 359.50 | 12.32 | 2,271.82 | 4,724.60 | 32 |
| Corning. | 8,537.29 | 250.00 | | 35.00 | .48 | 285.48 | 141.81 | 07 |
| Coshocton. | 8,585.08 | 2,100.00 | 1,000.00 | 330.00 | 20.21 | 3,440.21 | 5,144.87 | 40 |
| Covington. | 2,553.95 | 1,200.00 | 110.00 | 147.96 | 4.88 | 1,402.84 | 1,091.11 | 57 |
| Cresline. | 3,582.37 | 1,400.00 | 350.00 | 171.85 | 11.60 | 1,933.45 | 1,648.92 | 54 |
| Cuyahoga Falls. | 3,912.69 | 1,800.00 | | 255.10 | 8.72 | 2,063.82 | 1,848.87 | 53 |
| Dayton. | 150,239.00 | 3,500.00 | 19,637.12 | 763.86 | 763.86 | 58,690.98 | 91,638.04 | 39 |
| Defiance. | 10,180.21 | 2,300.00 | 1,400.00 | 590.00 | 23.25 | 7,837.46 | 2,342.75 | 77 |
| Delaware. | 16,231.87 | 2,500.00 | 2,098.99 | 700.00 | 555.39 | 9,890.28 | 0,871.59 | 58 |
| Delphos. | 5,166.11 | 1,700.00 | 250.00 | 352.25 | 10.72 | 2,312.97 | 2,856.14 | 45 |
| Delta. | 2,294.90 | 1,100.00 | | 189.25 | 1.20 | 1,290.45 | 1,006.45 | 56 |
| Deenlee. | 2,783.96 | 1,300.00 | | 239.34 | 10.00 | 1,549.34 | 1,234.62 | 56 |
| East Liverpool. | 14,304.70 | 2,500.00 | 1,900.00 | 824.17 | 89.88 | 9,548.08 | 4,760.68 | 67 |
| East Palestine. | 2,697.88 | 1,300.00 | | 113.91 | 7.44 | 1,421.85 | 1,246.53 | 53 |
| Easton. | 4,849.90 | 1,000.00 | 200.00 | 250.19 | 12.80 | 2,082.99 | 2,806.91 | 42 |
| Elvira. | 10,945.07 | 2,300.00 | 1,400.00 | 650.00 | 42.24 | 3,177.64 | 7,569.88 | 69 |
| Findlay. | 19,786.62 | 2,000.00 | 2,000.00 | 1,292.10 | 131.56 | 15,200.68 | 4,585.94 | 77 |
| Fosteria. | 12,942.52 | 2,400.00 | 1,900.00 | 686.00 | 103.07 | 8,582.49 | 4,390.03 | 06 |
| Franklin. | 3,060.15 | 1,500.00 | | 204.00 | 9.04 | 1,715.04 | 1,945.11 | 47 |
| Fredricksburg. | 1,868.57 | 1,000.00 | | 131.10 | 1.92 | 1,123.02 | 1,745.55 | 60 |
| Fremont. | 15,989.28 | 2,400.00 | 1,800.00 | 481.08 | 42.50 | 9,024.16 | 6,965.12 | 56 |
| Gallion. | 8,878.83 | 2,100.00 | 1,098.80 | 24.64 | 24.64 | 8,724.63 | 5,154.20 | 42 |
| Gallipolis. | 8,048.71 | 1,900.00 | 600.00 | 412.59 | 31.68 | 2,944.27 | 5,104.44 | 37 |
| Gambier. | 1,243.53 | 550.00 | | 43.97 | 4.16 | 598.13 | 645.40 | 48 |
| Garrettsville. | 2,554.25 | 1,300.00 | | 103.13 | 3.12 | 1,465.25 | 1,089.00 | 57 |
| Geneva. | 4,899.04 | 1,700.00 | 90.00 | 140.00 | 12.60 | 1,932.80 | 2,966.24 | 40 |
| Georgetown. | 4,131.17 | 1,200.00 | 300.00 | 122.58 | 0.16 | 1,628.74 | 2,564.43 | 39 |
| Girard. | 2,770.98 | 1,300.00 | | 113.35 | 4.32 | 1,417.65 | 8,853.33 | 02 |
| Girardville. | 2,744.58 | 1,500.00 | 300.00 | 300.00 | 7.20 | 1,707.20 | 9,037.38 | 46 |
| Greenfield. | 5,610.90 | 1,700.00 | 200.00 | 243.50 | 10.48 | 2,159.07 | 8,451.88 | 38 |
| Greenville. | 9,637.69 | 2,100.00 | 1,000.00 | 474.80 | 23.08 | 3,597.84 | 6,039.85 | 37 |
| Hamilton. | 30,831.03 | 2,700.00 | 4,487.77 | 1,368.40 | 194.18 | 10,978.57 | 13,972.46 | 53 |
| Harbor. | 3,064.43 | 1,600.00 | | 316.65 | 9.84 | 1,926.40 | 1,742.96 | 52 |
| Harmon. | 2,163.95 | 1,300.00 | 250.00 | 136.20 | 3.60 | 1,022.84 | 261.11 | 88 |
| Hicksville. | 3,402.76 | 1,400.00 | 900.00 | 205.00 | 3.20 | 1,612.20 | 1,790.56 | 47 |
| Hillsboro. | 7,082.90 | 2,000.00 | | 512.30 | 14.82 | 3,427.21 | 4,235.33 | 45 |
| Hudson. | 2,394.74 | 1,200.00 | | 176.04 | 8.08 | 1,387.13 | 1,011.62 | 58 |
| Huron. | 1,742.66 | 1,000.00 | | 74.19 | 2.86 | 1,076.75 | 1,065.91 | 02 |
| Ironton. | 10,604.43 | 2,200.00 | 1,696.99 | 474.64 | 44.09 | 8,665.69 | 1,978.75 | 81 |

Presidential, Apr. 1, 1894.

Government building.

Presidential, Jan. 1, 1894.

| | | | | | | | | | | |
|-----------------------|---|------------|----------|-----------|----------|----------|-----------|-----------|------------|-------|
| New Comerstown..... | 3 | 2,011.64 | 1,000.00 | 175.00 | 89.61 | 4.08 | ..... | 1,268.00 | 742.95 | 63 |
| New Lexington..... | 3 | 2,522.20 | 1,300.00 | 100.00 | 161.20 | 9.44 | ..... | 1,570.04 | 951.65 | 62 |
| New Lisbon..... | 3 | 4,886.94 | 1,700.00 | 300.00 | 258.00 | 13.92 | ..... | 2,271.92 | 2,715.02 | 46 |
| New London..... | 3 | 2,755.27 | 1,400.00 | 175.00 | 140.80 | 2.80 | ..... | 1,718.60 | 1,038.67 | 02 |
| New Philadelphia..... | 3 | 6,962.72 | 1,800.00 | 200.00 | 347.43 | 18.96 | ..... | 2,366.30 | 4,596.33 | 34 |
| New Richmond..... | 3 | 2,021.41 | 1,000.00 | 200.00 | 132.60 | 6.00 | ..... | 1,338.60 | 682.81 | 06 |
| Niles..... | 3 | 5,528.44 | 1,700.00 | 90.00 | 348.72 | 18.24 | ..... | 2,156.96 | 3,271.48 | 39 |
| North Baltimore..... | 3 | 4,458.70 | 1,600.00 | ..... | 281.00 | 8.40 | ..... | 1,889.40 | 2,569.30 | 42 |
| Norwalk..... | 2 | 12,972.41 | 2,400.00 | 1,517.76 | 670.00 | 46.03 | 8,281.28 | 7,865.07 | 5,107.24 | 61 |
| Oak Harbor..... | 2 | 908.95 | 500.00 | ..... | 43.50 | 1.04 | ..... | 544.54 | 384.41 | 60 |
| Oberlin..... | 2 | 12,647.86 | 2,300.00 | 1,500.00 | 475.00 | 41.02 | 3,507.73 | 7,820.75 | 4,821.13 | 62 |
| Orrville..... | 3 | 3,410.81 | 1,300.00 | 200.00 | 210.00 | 6.48 | ..... | 1,716.48 | 1,694.33 | 50 |
| Ottawa..... | 3 | 3,572.90 | 1,600.00 | 224.74 | 199.20 | 8.88 | ..... | 1,932.82 | 1,640.17 | 54 |
| Oxford..... | 3 | 4,708.30 | 1,600.00 | 175.00 | 314.99 | 13.52 | ..... | 2,102.51 | 2,604.70 | 45 |
| Painesville..... | 3 | 14,686.86 | 2,400.00 | 1,700.00 | 418.00 | 46.60 | 2,627.68 | 7,189.28 | 7,497.58 | 53 |
| Pandling..... | 3 | 3,324.61 | 1,500.00 | ..... | 215.80 | 6.80 | ..... | 1,723.60 | 1,601.01 | 49 |
| Plain City..... | 2 | 21,079.98 | 2,600.00 | 2,282.07 | 1,200.00 | 69.75 | 4,216.41 | 10,368.23 | 10,711.65 | 48 |
| Plain City..... | 2 | 2,171.98 | 1,000.00 | ..... | 153.04 | 2.32 | ..... | 1,155.26 | 1,016.60 | 53 |
| Plymouth..... | 3 | 2,070.62 | 1,200.00 | ..... | 128.88 | 12.64 | ..... | 1,339.84 | 2,282.57 | 46 |
| Pomroy..... | 3 | 2,451.21 | 1,600.00 | 300.00 | 256.00 | 4.80 | ..... | 1,509.60 | 1,924.82 | 53 |
| Port Clinton..... | 3 | 2,845.51 | 1,200.00 | 100.00 | 215.80 | 6.82 | 5,263.64 | 1,408.46 | 8,679.58 | 55 |
| Portsmouth..... | 2 | 18,788.34 | 2,800.00 | 2,575.00 | ..... | ..... | ..... | 1,142.25 | 5,342.83 | 36 |
| Prospect..... | 2 | 2,016.57 | 1,000.00 | 792.50 | 140.01 | 3.24 | ..... | 2,988.20 | 1,601.72 | 45 |
| Ravenna..... | 2 | 8,341.13 | 2,000.00 | ..... | 186.38 | 8.42 | ..... | 1,496.57 | 1,842.33 | 51 |
| Richwood..... | 3 | 3,101.29 | 1,400.00 | ..... | 96.45 | 3.12 | ..... | 1,941.92 | 1,006.00 | 03 |
| Ripley..... | 3 | 3,784.25 | 1,600.00 | 150.00 | 284.00 | 6.80 | ..... | 1,646.90 | 2,626.67 | 46 |
| St. Clairsville..... | 3 | 2,664.86 | 1,300.00 | 190.00 | 150.00 | 12.59 | ..... | 2,215.45 | 9,450.64 | 44 |
| St. Mary..... | 3 | 4,842.12 | 1,700.00 | 200.00 | 392.86 | 2.00 | ..... | 875.75 | 751.01 | 66 |
| St. Mary..... | 3 | 1,571.86 | 750.00 | ..... | 122.75 | 66.40 | 2,581.23 | 7,449.71 | 8,282.17 | 62 |
| St. Paris..... | 2 | 16,900.35 | 2,500.00 | 1,700.00 | 600.00 | 6.32 | ..... | 13,377.52 | 717.00 | 63 |
| Salem..... | 2 | 2,183.64 | 1,200.00 | 100.00 | 136.31 | 147.62 | 7,029.90 | 1,211.51 | 611.80 | 71 |
| Salineville..... | 3 | 2,670.60 | 2,600.00 | 3,110.00 | 97.75 | 3.76 | ..... | 1,230.51 | 2,449.47 | 42 |
| Sandusky..... | 3 | 1,928.00 | 1,000.00 | 80.00 | 146.03 | 4.48 | ..... | 1,751.35 | 3,874.61 | 35 |
| Soto..... | 3 | 1,742.31 | 1,000.00 | ..... | 241.75 | 0.00 | ..... | 2,630.13 | 72,998.57 | 61 |
| Shawnee..... | 3 | 4,200.82 | 1,500.00 | 1,700.00 | 582.43 | 82.04 | ..... | 82,934.86 | 3,592.50 | 78 |
| Sidney..... | 2 | 11,119.21 | 2,300.00 | 13,672.00 | 900.00 | 374.34 | 15,488.52 | 12,498.37 | 5,072.83 | 67 |
| Springfield..... | 1 | 105,933.43 | 3,400.00 | 2,100.00 | 625.00 | 148.52 | 7,019.85 | 10,091.50 | 1,023.99 | 00 |
| Steuensville..... | 2 | 15,290.87 | 2,500.00 | 1,900.00 | 625.00 | 53.44 | 5,111.06 | 86,773.10 | 136,553.64 | 39 |
| Tiffin..... | 2 | 15,164.33 | 2,400.00 | 1,900.00 | 204.00 | 3.68 | ..... | 1,512.68 | 1,411.06 | 52 |
| Tippacoon City..... | 1 | 2,536.67 | 1,200.00 | 1,050.00 | 204.00 | 1,192.47 | 47,966.00 | 7,019.65 | 7,858.76 | 47 |
| Toledo..... | 1 | 223,326.74 | 3,600.00 | 32,014.54 | 226.00 | 10.64 | ..... | 2,053.64 | 2,300.88 | 47 |
| Toronto..... | 3 | 2,947.70 | 1,300.00 | 1,700.00 | 600.00 | 1.69 | ..... | 2,155.10 | 5,201.24 | 57 |
| Troy..... | 3 | 14,878.41 | 2,400.00 | 1,700.00 | 216.28 | 17.36 | ..... | 6,846.64 | 1,942.87 | 39 |
| Urichville..... | 3 | 4,354.52 | 1,600.00 | 120.00 | 310.75 | 13.44 | ..... | 4,120.56 | 3,123.26 | 44 |
| Upper Sandusky..... | 3 | 6,391.76 | 1,700.00 | 200.00 | 241.75 | 1.60 | 2,605.60 | 2,440.20 | 5,634.85 | 60 |
| Urbana..... | 2 | 12,047.88 | 2,300.00 | 1,500.00 | 400.00 | 40.04 | ..... | 8,397.40 | 6,209.46 | 62 |
| Van Wert..... | 2 | 10,500.18 | 2,300.00 | 1,290.98 | 461.66 | 58.92 | ..... | 6,976.80 | 1,266.95 | 51 |
| Wadaworth..... | 3 | 2,652.96 | 1,200.00 | ..... | 106.25 | 3.84 | ..... | 1,310.00 | ..... | ..... |
| Wapakoneta..... | 3 | 5,573.46 | 1,900.00 | 262.50 | 262.50 | 15.20 | ..... | 2,440.20 | ..... | ..... |
| Warren..... | 2 | 14,022.34 | 2,400.00 | 1,950.00 | 650.00 | 54.84 | 3,341.15 | 8,397.40 | ..... | ..... |
| Washington C. H..... | 2 | 11,186.26 | 2,200.00 | 1,500.00 | 600.00 | 46.74 | 2,630.06 | 6,976.80 | ..... | ..... |
| Wauseon..... | 3 | 4,017.50 | 1,000.00 | 1,125.00 | 319.00 | 6.64 | ..... | 2,050.64 | ..... | ..... |

Government building.

Mail bags, 35 cents.
Presidential, Oct. 1, 1894.

Government building.

Do.

Do.

Presidential, Jan. 1, 1894.

Do.

Mail bags, 10 cents.

| | | | | | | | | |
|---------------|------------|-----------|-----------|----------|----------|------------|------------|----|
| Hillsboro | 2,102.94 | 1,100.00 | 150.00 | 193.50 | 3.08 | 1,447.18 | 745.76 | 66 |
| Independence | 2,040.18 | 1,100.00 | 184.50 | 164.50 | 2.24 | 1,268.74 | 773.44 | 62 |
| La Grande | 4,087.78 | 1,600.00 | 199.99 | 308.00 | 4.56 | 1,975.23 | 1,975.23 | 52 |
| McMinnville | 3,400.05 | 1,500.00 | 291.50 | 291.50 | 3.52 | 1,795.02 | 1,906.03 | 53 |
| Marshfield | 2,803.99 | 1,200.00 | 200.00 | 200.25 | 2.00 | 1,196.74 | 1,196.74 | 57 |
| Medford | 2,850.79 | 1,200.00 | 100.00 | 190.50 | 1.04 | 1,491.54 | 1,859.25 | 52 |
| Oregon City | 4,831.28 | 1,900.00 | 125.00 | 303.00 | 6.64 | 2,037.64 | 2,775.64 | 42 |
| Pondleton | 4,831.89 | 1,900.00 | 664.29 | 863.00 | 10.00 | 2,937.29 | 3,884.60 | 43 |
| Portland | 163,340.21 | 3,500.00 | 30,690.00 | 920.00 | 976.13 | 69,702.74 | 83,637.47 | 45 |
| Roseburg | 4,556.76 | 1,500.00 | 500.00 | 299.00 | 72 | 2,511.72 | 2,045.04 | 55 |
| Salem | 17,017.29 | 2,500.00 | 2,500.00 | 118.14 | 40.32 | 0,558.05 | 7,459.24 | 56 |
| The Dalles | 6,105.23 | 1,900.00 | 400.00 | 460.00 | 8.16 | 2,768.16 | 3,337.07 | 45 |
| Union | 2,335.38 | 1,100.00 | 150.00 | 193.50 | 1.76 | 1,445.26 | 890.13 | 62 |
| Total | 290,204.13 | 37,500.00 | 41,154.28 | 9,237.63 | 1,128.55 | 127,364.76 | 132,839.37 | 49 |
| PENNSYLVANIA. | | | | | | | | |
| Allegheny | 99,854.40 | 3,200.00 | 12,577.43 | 2,500.00 | 1,646.00 | 55,283.43 | 43,570.97 | 56 |
| Allentown | 37,449.20 | 2,900.00 | 4,200.00 | 2,300.00 | 246.54 | 19,595.00 | 17,854.20 | 52 |
| Altoona | 34,397.16 | 2,800.00 | 4,694.00 | 1,597.20 | 253.31 | 22,135.85 | 12,231.31 | 64 |
| Amherst | 3,910.58 | 1,500.00 | 250.00 | 309.68 | 14.73 | 2,074.70 | 1,835.68 | 53 |
| Aspen | 4,016.99 | 1,600.00 | 125.00 | 233.25 | 15.60 | 1,993.86 | 2,023.14 | 50 |
| Ashtabula | 3,685.82 | 1,700.00 | 222.75 | 222.75 | 15.12 | 1,937.87 | 1,747.65 | 53 |
| Athens | 6,214.83 | 1,700.00 | 334.35 | 351.65 | 13.48 | 2,070.13 | 4,144.70 | 32 |
| Austin | 3,275.31 | 1,400.00 | 100.00 | 270.00 | 8.59 | 2,044.35 | 1,601.79 | 39 |
| Baer | 4,299.30 | 1,600.00 | 255.98 | 255.98 | 8.24 | 1,664.23 | 2,435.07 | 51 |
| Baer Falls | 3,676.89 | 1,400.00 | 150.20 | 150.20 | 23.62 | 1,574.12 | 2,102.47 | 43 |
| Bedford | 12,478.05 | 2,400.00 | 1,997.12 | 590.00 | 74.63 | 9,330.26 | 4,147.77 | 66 |
| Bellefonte | 3,454.52 | 1,800.00 | 800.00 | 275.00 | 12.20 | 2,484.20 | 2,590.32 | 45 |
| Belle Vernon | 9,751.39 | 2,200.00 | 1,500.00 | 472.00 | 28.60 | 7,983.57 | 2,052.43 | 79 |
| Bellwood | 2,456.46 | 1,200.00 | 120.00 | 190.25 | 6.32 | 1,283.57 | 1,060.89 | 57 |
| Bennett | 2,421.55 | 1,300.00 | 120.00 | 233.50 | 7.44 | 1,060.94 | 700.01 | 69 |
| Berwick | 2,170.34 | 1,200.00 | 140.00 | 140.00 | 18.64 | 1,368.94 | 811.70 | 63 |
| Bethlehem | 16,328.52 | 2,400.00 | 1,924.00 | 233.00 | 70.82 | 2,053.24 | 1,703.92 | 53 |
| Birdsboro | 5,523.18 | 1,200.00 | 150.00 | 138.00 | 6.40 | 1,264.49 | 6,771.40 | 65 |
| Blairsville | 3,894.33 | 1,600.00 | 800.00 | 247.03 | 17.20 | 2,014.23 | 1,186.78 | 54 |
| Blountsburg | 9,415.54 | 2,000.00 | 800.00 | 457.50 | 90.80 | 3,288.30 | 6,127.24 | 35 |
| Bloomburg | 2,372.38 | 1,100.00 | 199.99 | 161.94 | 4.24 | 1,496.17 | 886.21 | 63 |
| Bradford | 9,756.78 | 2,200.00 | 1,300.00 | 800.00 | 80.95 | 7,450.77 | 2,806.01 | 76 |
| Bradford | 24,873.80 | 2,700.00 | 3,700.00 | 975.00 | 122.75 | 12,672.30 | 12,201.50 | 51 |
| Bristol | 6,751.67 | 1,900.00 | 215.00 | 280.00 | 27.84 | 2,602.84 | 4,348.83 | 38 |
| Brookville | 5,600.11 | 1,700.00 | 600.00 | 303.60 | 26.34 | 1,961.40 | 2,970.17 | 47 |
| Brownsville | 3,788.84 | 1,600.00 | 235.00 | 235.00 | 26.40 | 1,176.96 | 4,908.61 | 49 |
| Bryn Mawr | 7,085.57 | 1,800.00 | 76.99 | 300.00 | 76.99 | 1,103.44 | 3,205.14 | 31 |
| Butler | 11,899.16 | 2,300.00 | 1,600.00 | 575.00 | 58.06 | 8,694.02 | 2,050.14 | 73 |
| California | 2,103.45 | 1,000.00 | 100.00 | 94.00 | 7.44 | 1,490.52 | 1,000.01 | 52 |
| Cambridgeboro | 3,115.67 | 1,200.00 | 100.00 | 177.32 | 13.20 | 1,490.52 | 1,625.15 | 48 |
| Cannonsburg | 3,184.58 | 1,400.00 | 216.50 | 216.50 | 14.56 | 1,631.06 | 1,537.52 | 51 |
| Canton | 3,375.50 | 1,500.00 | 200.00 | 216.80 | 5.53 | 1,921.66 | 1,453.84 | 57 |

REPORT OF THE POSTMASTER-GENERAL.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clark hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------------|
| PENNSYLVANIA—cont'd. | | | | | | | | | | | |
| Cardinale | 3 | \$10,062.02 | \$2,100.00 | \$1,200.00 | \$500.00 | \$40.45 | \$3,513.99 | \$7,354.44 | \$2,707.58 | 73 | |
| Carlisle | 3 | 14,552.66 | 2,400.00 | 1,875.00 | 450.00 | 597.39 | 3,423.96 | 7,751.35 | 6,801.31 | 60 | |
| Catsanqua | 3 | 4,872.05 | 1,700.00 | ..... | 358.00 | 12.48 | ..... | 2,070.48 | 2,801.57 | 42 | |
| Chambersburg | 3 | 2,272.91 | 1,100.00 | 200.00 | 157.84 | 4.48 | ..... | 1,462.32 | 810.59 | 64 | |
| Charlottesville | 3 | 13,851.50 | 2,400.00 | 1,800.00 | 483.30 | 48.48 | 8,710.39 | 8,422.17 | 5,429.33 | 61 | |
| Charlottesville | 3 | 4,522.41 | 1,600.00 | ..... | 179.49 | 11.44 | ..... | 1,890.93 | 2,631.48 | 52 | |
| Charters | 3 | 2,180.10 | 1,000.00 | ..... | 253.00 | 12.56 | ..... | 1,265.56 | 914.54 | 48 | |
| Chester | 3 | 22,157.84 | 2,600.00 | 2,800.28 | 775.84 | 127.73 | 9,471.30 | 15,840.31 | 6,317.53 | 71 | |
| Chico | 3 | 2,467.99 | 1,100.00 | ..... | 128.80 | 4.80 | ..... | 1,233.60 | 1,234.39 | 50 | |
| Clifton | 3 | 6,963.55 | 1,700.00 | 337.50 | 352.59 | 11.84 | ..... | 2,401.93 | 3,961.62 | 38 | |
| Cleaveland | 3 | 7,344.83 | 1,800.00 | 200.00 | 360.00 | 14.72 | ..... | 2,374.72 | 4,970.11 | 32 | |
| Columbia | 3 | 7,282.03 | 2,100.00 | 996.85 | 420.00 | 25.30 | ..... | 3,511.95 | 3,770.08 | 48 | |
| Conestoga | 3 | 10,529.22 | 2,500.00 | 1,236.42 | 390.00 | 40.72 | 3,504.23 | 7,371.37 | 3,157.65 | 70 | |
| Connellsville | 3 | 2,624.37 | 1,200.00 | 200.00 | 185.50 | 2.72 | ..... | 1,588.22 | 1,036.15 | 61 | |
| Connellsville | 3 | 7,149.44 | 1,900.00 | 800.00 | 460.00 | 36.88 | ..... | 2,698.88 | 4,452.56 | 38 | |
| Connohocken | 3 | 5,435.37 | 1,700.00 | 800.00 | 238.00 | 22.96 | ..... | 2,260.96 | 3,174.41 | 42 | |
| Corry | 3 | 11,050.20 | 2,300.00 | 1,700.00 | 475.48 | 46.60 | 8,831.43 | 7,842.49 | 3,216.71 | 71 | |
| Coudersport | 3 | 3,062.88 | 1,125.00 | 125.00 | 147.00 | 2.48 | ..... | 1,399.48 | 1,663.38 | 46 | Delinquent, second quarter, 1894. |
| Curtisville | 3 | 2,960.37 | 1,500.00 | 300.00 | 275.25 | 3.84 | ..... | 2,078.09 | 907.28 | 70 | |
| Danville | 3 | 8,990.03 | 2,300.00 | 1,300.00 | 590.00 | 38.19 | 3,062.21 | 7,290.40 | 1,700.23 | 81 | |
| Derry Station | 3 | 2,133.58 | 1,000.00 | ..... | 171.50 | 7.84 | ..... | 1,179.34 | 954.24 | 55 | |
| Downingtown | 3 | 2,320.11 | 1,200.00 | 200.00 | 168.00 | 12.88 | ..... | 1,680.88 | 739.23 | 68 | |
| Doylestown | 3 | 5,933.68 | 1,800.00 | 966.86 | 294.50 | 16.24 | ..... | 2,617.72 | 3,315.96 | 44 | |
| Doylestown | 3 | 10,094.05 | 2,300.00 | 1,000.00 | 458.99 | 46.37 | ..... | 8,705.36 | 6,288.69 | 37 | |
| Duncannon | 3 | 2,246.36 | 1,200.00 | 250.00 | 108.00 | 4.64 | ..... | 1,862.64 | 683.72 | 70 | |
| Dunmore | 3 | 2,519.01 | 1,200.00 | ..... | 161.35 | 7.36 | ..... | 1,368.71 | 1,150.30 | 54 | |
| Duquesne | 3 | 2,781.13 | 1,400.00 | ..... | 249.29 | 14.72 | ..... | 1,664.01 | 1,067.12 | 61 | |
| Duquesne | 3 | 438.37 | 250.00 | 45.00 | 36.93 | 1.72 | ..... | 332.65 | 106.72 | 78 | |
| Duquesne | 3 | 454.68 | 250.00 | ..... | 21.25 | 1.04 | ..... | 272.29 | 224.39 | 55 | |
| East Brady | 3 | 33,157.17 | 2,800.00 | 5,002.00 | 1,624.82 | 300.99 | 10,894.18 | 20,621.99 | 12,535.18 | 62 | Presidential, Apr. 1, 1894. |
| East | 3 | 3,788.03 | 1,400.00 | ..... | 157.00 | 11.12 | ..... | 1,408.12 | 2,319.91 | 30 | Do. |
| East Stroudsburg | 3 | 3,350.78 | 1,300.00 | 175.00 | 224.00 | 12.48 | ..... | 1,811.48 | 1,528.30 | 54 | |
| Edinboro | 3 | 2,336.41 | 1,200.00 | ..... | 163.93 | 2.00 | ..... | 1,365.93 | 870.48 | 58 | |
| Edinboro | 3 | 2,704.83 | 1,300.00 | ..... | 117.00 | 3.76 | ..... | 1,430.76 | 1,284.07 | 53 | |
| Elkland | 3 | 2,182.38 | 1,100.00 | ..... | 101.60 | 6.88 | ..... | 1,208.48 | 994.90 | 55 | |
| Elkland | 3 | 2,236.64 | 1,200.00 | ..... | 208.00 | 2.56 | ..... | 1,410.56 | 820.08 | 63 | |
| Elkwood City | 3 | 1,997.70 | 900.00 | ..... | 109.50 | 3.20 | ..... | 712.70 | 1,285.00 | 36 | |
| Emlen | 3 | 2,782.33 | 1,300.00 | 200.00 | 83.00 | 4.40 | ..... | 1,587.40 | 1,194.93 | 57 | |
| Emlen | 3 | 4,458.20 | 1,600.00 | 200.00 | 275.00 | 7.84 | ..... | 2,264.84 | 2,193.36 | 51 | |
| Emporium | 3 | 2,896.30 | 1,300.00 | 200.00 | 162.23 | 8.50 | ..... | 1,660.73 | 1,235.57 | 50 | |
| Emporium | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Mail bags, 10 cents. |

| | | | | | | | | | | |
|----------------|-----------|----------|-----------|----------|--------|-----------|-----------|-----------|----|-----------------------------|
| Eno | 63,841.06 | 3,200.00 | 9,595.44 | 210.00 | 370.26 | 19,451.90 | 32,017.00 | 31,224.00 | 51 | Government building. |
| Errett | 3,532.32 | 1,400.00 | 190.02 | 186.00 | 4.44 | | 1,813.46 | 1,718.80 | 51 | Mail bags, 90 cents. |
| Forest City | 2,398.17 | 1,000.00 | | 186.00 | 57.26 | 2,536.85 | 7,006.98 | 5,402.77 | 58 | |
| Franklin | 13,009.75 | 1,900.00 | 1,938.86 | 074.01 | 5.68 | | 1,439.34 | 1,593.72 | 47 | |
| Freeland | 3,033.06 | 1,400.00 | | 138.00 | 14.08 | | 1,552.08 | 1,283.15 | 55 | |
| Freeport | 2,835.23 | 1,100.00 | | 171.00 | 5.20 | | 1,276.20 | 391.44 | 77 | |
| Galitzin | 1,667.64 | 1,900.00 | 800.00 | 288.38 | 20.48 | | 888.26 | 4,308.78 | 41 | |
| Gettysburg | 7,318.54 | 1,750.00 | | 130.50 | 7.76 | | 1,383.10 | 615.92 | 50 | Presidential, Oct. 1, 1893. |
| Granville | 1,504.18 | 1,200.00 | | 176.70 | 6.40 | | 1,383.10 | 1,290.88 | 52 | |
| Greencastle | 2,682.98 | 1,200.00 | 1,900.00 | 870.00 | 102.41 | 4,303.73 | 9,676.14 | 4,834.10 | 67 | |
| Greenville | 14,510.33 | 1,900.00 | 200.00 | 310.00 | 27.53 | | 2,437.52 | 5,395.43 | 31 | |
| Grove City | 7,832.95 | 1,500.00 | | 211.00 | 6.12 | | 1,716.12 | 1,845.83 | 48 | |
| Hamburg | 3,501.95 | 1,500.00 | | 182.00 | 7.68 | | 1,289.68 | 1,110.82 | 54 | |
| Hannover | 2,400.50 | 1,100.00 | | 247.10 | 21.44 | | 2,456.04 | 4,482.04 | 35 | Government building. |
| Harrisburg | 6,938.68 | 1,800.00 | 387.50 | 247.10 | 668.61 | 16,262.44 | 32,567.17 | 41,084.37 | 44 | |
| Hastings | 74,281.54 | 3,300.00 | 12,346.12 | 178.57 | 1.84 | | 1,430.41 | 540.15 | 72 | |
| Hawford | 1,979.56 | 1,100.00 | 150.00 | 280.54 | 22.42 | | 1,902.86 | 2,510.24 | 43 | |
| Hawley | 3,419.10 | 1,600.00 | | 320.54 | 3.92 | | 1,236.82 | 970.08 | 56 | |
| Hazleton | 2,296.90 | 1,100.00 | 1,800.00 | 132.90 | 3.92 | | 10,192.79 | 6,331.21 | 02 | |
| Holidayburg | 16,524.00 | 2,400.00 | 1,800.00 | 1,200.00 | 75.99 | 4,710.80 | 2,124.24 | 2,013.85 | 45 | |
| Hollidaysburg | 5,738.09 | 1,700.00 | 125.00 | 283.00 | 16.24 | | 2,171.02 | 3,139.82 | 41 | |
| Honestead | 5,310.84 | 1,800.00 | | 322.30 | 48.72 | | 3,498.24 | 4,948.08 | 41 | |
| Honolulu | 8,446.32 | 2,000.00 | 1,100.00 | 380.00 | 18.24 | | 1,786.99 | 1,053.01 | 52 | |
| Houtzdale | 3,440.00 | 1,500.00 | | 292.35 | 4.64 | | 1,334.61 | 989.83 | 57 | |
| Hughesville | 2,324.44 | 1,200.00 | | 131.25 | 3.36 | | 1,326.50 | 1,728.10 | 53 | |
| Hummelstown | 13,945.21 | 2,400.00 | 1,700.00 | 441.70 | 10.90 | 2,683.48 | 7,217.11 | 5,728.10 | 52 | |
| Hummelstown | 8,551.67 | 2,000.00 | 950.00 | 460.00 | 43.58 | | 3,455.58 | 5,096.09 | 40 | |
| Indiana | 6,541.07 | 1,800.00 | 137.50 | 402.50 | 21.60 | | 2,361.60 | 3,517.47 | 48 | |
| Irwin | 4,879.10 | 1,700.00 | | 349.03 | 27.92 | | 2,076.98 | 3,681.24 | 38 | |
| Jeanette | 5,116.00 | 1,600.00 | | 236.00 | 20.16 | 214.00 | 2,070.16 | 3,045.82 | 40 | |
| Jenkinson | 1,811.87 | 1,500.00 | | 213.50 | 4.24 | | 1,192.24 | 1,982.63 | 03 | |
| Jersey Shore | 3,884.45 | 1,500.00 | | 213.50 | 0.40 | | 1,710.90 | 2,144.55 | 45 | |
| Johnsburg | 3,383.50 | 1,500.00 | | 254.00 | 10.40 | | 1,764.40 | 1,625.10 | 52 | |
| Johnstown | 21,400.18 | 2,700.00 | 2,797.00 | 396.50 | 154.18 | 10,403.55 | 16,984.73 | 8,445.75 | 07 | |
| Kane | 6,473.54 | 1,800.00 | 190.00 | 396.50 | 15.02 | | 2,362.42 | 4,112.92 | 36 | |
| Kennett Square | 4,234.72 | 1,500.00 | 125.00 | 396.50 | 5.92 | | 1,928.92 | 2,325.80 | 45 | |
| Kingsford | 3,263.37 | 1,400.00 | 200.00 | 252.00 | 11.60 | | 1,863.60 | 1,390.77 | 57 | |
| Kittanning | 7,024.85 | 1,900.00 | 280.00 | 396.00 | 33.28 | | 2,481.28 | 4,543.57 | 35 | |
| Kutztown | 2,640.44 | 1,200.00 | 166.57 | 186.00 | 3.44 | 210.48 | 1,774.49 | 865.95 | 67 | |
| Lancaster | 53,583.05 | 3,100.00 | 8,557.88 | | 353.68 | 12,377.19 | 24,388.75 | 20,194.30 | 40 | Government building. |
| Lancaster | 3,898.80 | 1,500.00 | 175.00 | 192.96 | 16.24 | | 1,884.20 | 1,884.06 | 49 | |
| Landedowne | 4,378.28 | 1,500.00 | | 146.25 | 14.56 | | 1,561.56 | 2,816.72 | 36 | |
| Lansford | 2,400.30 | 1,000.00 | | 146.25 | 6.52 | | 1,151.77 | 1,248.62 | 48 | |
| La Plume | 2,929.08 | 1,246.43 | | 210.10 | 4.40 | | 1,405.93 | 1,463.75 | 50 | |
| Latrobe | 6,244.25 | 1,800.00 | 358.85 | 396.00 | 27.20 | | 2,386.05 | 3,858.20 | 38 | |
| Lebanon | 18,462.24 | 2,800.00 | 2,000.00 | 900.00 | 564.12 | 5,882.62 | 11,896.74 | 6,565.50 | 64 | |
| Lechburg | 3,507.91 | 1,400.00 | 199.97 | 204.00 | 11.60 | | 1,615.60 | 1,892.31 | 46 | |
| Lehigh | 3,325.12 | 1,400.00 | 300.00 | 215.50 | 14.64 | | 1,830.11 | 1,405.01 | 53 | |
| Lewistown | 7,665.50 | 1,900.00 | 280.00 | 348.00 | 28.00 | | 2,576.00 | 5,089.56 | 34 | |
| Lewistown | 6,236.90 | 1,651.05 | 275.27 | 409.83 | 14.19 | | 2,350.91 | 3,885.75 | 38 | Discontinued June 15, 1894. |
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Discontinued June 15, 1894.

Delinquent, from Apr. 1 to 30, 1894.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| PENNSYLVANIA—cont'd. | | | | | | | | | | | |
| Lititz..... | 3 | \$2,289.57 | \$1,100.00 | \$125.00 | \$100.00 | \$4.81 | ..... | \$1,320.81 | \$900.16 | 58 | Mail bags, 25 cents. |
| Lock Haven..... | 2 | 12,401.14 | 2,400.00 | 1,700.00 | 779.80 | 67.60 | \$3,513.70 | 8,401.10 | 3,940.04 | 08 | |
| Luzerne..... | 3 | 555.43 | 250.00 | 16.10 | 40.00 | 1.20 | ..... | 309.36 | 246.07 | 56 | Presidential, Apr. 1, 1894. |
| Lykins..... | 3 | 2,128.35 | 1,000.00 | ..... | 156.00 | 6.04 | ..... | 1,102.64 | 965.71 | 55 | |
| McDonald..... | 3 | 3,457.20 | 1,400.00 | ..... | 176.00 | 12.48 | ..... | 1,588.48 | 1,868.72 | 46 | |
| McKeesport..... | 2 | 10,437.44 | 2,600.00 | 2,820.00 | 750.00 | 157.18 | 8,789.36 | 15,116.54 | 4,300.90 | 78 | |
| Mekees Rocks..... | 3 | 2,327.77 | 1,100.00 | ..... | 148.35 | 18.40 | ..... | 1,260.75 | 1,090.52 | 54 | |
| Manahoy City..... | 2 | 8,580.00 | 2,000.00 | 700.00 | 402.04 | 20.20 | 3,313.39 | 6,504.72 | 2,084.28 | 76 | |
| Manheim..... | 3 | 2,543.14 | 1,100.00 | 200.00 | 175.00 | 6.20 | ..... | 1,481.20 | 1,061.94 | 61 | Mail bags, 20 cents. |
| Mansfield..... | 3 | 3,840.37 | 1,500.00 | 200.00 | 290.40 | 5.30 | ..... | 1,995.76 | 1,844.61 | 52 | |
| Marletta..... | 3 | 4,633.92 | 1,500.00 | 150.00 | 202.31 | 13.02 | ..... | 1,800.23 | 2,767.60 | 40 | |
| Marsfield Valley..... | 3 | 2,331.06 | 1,000.00 | ..... | 130.00 | 10.88 | ..... | 1,260.88 | 1,007.18 | 54 | |
| Mauch Chunk..... | 3 | 7,270.48 | 1,800.00 | 190.10 | 336.25 | 23.84 | ..... | 2,350.19 | 4,911.29 | 32 | |
| Meadville..... | 2 | 29,189.42 | 2,700.00 | 3,635.96 | 1,200.00 | 96.28 | 4,153.64 | 11,785.88 | 10,403.54 | 53 | |
| Mechanicsburg..... | 2 | 8,079.87 | 2,000.00 | 900.00 | 400.00 | 21.34 | ..... | 3,321.34 | 4,758.53 | 41 | |
| Mechanicsville..... | 2 | 24,868.33 | 2,400.00 | 1,600.00 | 50.00 | 5.60 | ..... | 4,450.56 | 1,410.19 | 51 | |
| Media..... | 2 | 5,296.05 | 1,700.00 | 400.00 | 650.00 | 42.64 | 2,167.79 | 8,800.43 | 18,007.90 | 27 | |
| Mercer..... | 3 | 5,392.15 | 1,500.00 | 150.00 | 238.50 | 13.30 | ..... | 2,351.86 | 2,914.10 | 45 | |
| Meyersdale..... | 3 | 5,981.77 | 1,800.00 | ..... | 235.00 | 6.32 | ..... | 1,831.32 | 2,430.78 | 57 | |
| Middletown..... | 3 | 5,670.17 | 1,900.00 | ..... | 265.64 | 20.16 | ..... | 2,775.80 | 2,905.87 | 35 | |
| Millburg..... | 3 | 5,724.10 | 1,300.00 | 900.00 | 170.46 | 4.88 | ..... | 1,384.36 | 1,294.81 | 52 | |
| Millintown..... | 3 | 3,023.64 | 1,200.00 | 100.00 | 167.85 | 6.88 | ..... | 1,653.73 | 1,043.46 | 62 | |
| Millersburg..... | 3 | 1,190.70 | 500.00 | 100.00 | 135.97 | 2.80 | ..... | 1,170.73 | 1,268.91 | 58 | |
| Millersville..... | 2 | 9,176.62 | 2,100.00 | 1,100.00 | 488.00 | 28.01 | ..... | 588.77 | 601.93 | 49 | Presidential, Jan. 1, 1894. |
| Minersville..... | 3 | 3,073.63 | 1,300.00 | 200.00 | 220.80 | 6.20 | ..... | 3,710.01 | 5,400.51 | 40 | |
| Monongahela..... | 3 | 4,553.43 | 1,600.00 | 150.00 | 280.00 | 6.20 | ..... | 1,732.00 | 1,341.63 | 56 | |
| Montrose..... | 3 | 5,172.92 | 1,700.00 | 720.00 | 270.00 | 23.70 | ..... | 2,043.76 | 2,211.67 | 48 | |
| Mount Carmel..... | 3 | 5,484.15 | 1,600.00 | ..... | 331.00 | 11.20 | ..... | 2,711.20 | 2,461.73 | 52 | |
| Mount Jewett..... | 3 | 1,837.48 | 1,100.00 | ..... | 156.00 | 13.44 | ..... | 1,944.44 | 3,580.71 | 35 | |
| Mount Joy..... | 3 | 2,861.71 | 1,300.00 | ..... | 141.08 | 1.04 | ..... | 1,257.04 | 690.44 | 08 | |
| Mount Pleasant..... | 3 | 4,725.00 | 1,700.00 | 100.00 | 281.28 | 6.40 | ..... | 1,447.48 | 1,414.23 | 51 | |
| Muncy..... | 3 | 3,828.01 | 1,500.00 | ..... | 237.32 | 17.04 | ..... | 2,108.30 | 2,616.76 | 45 | Mail bags, 45 cents. |
| Nanticoke..... | 3 | 4,598.16 | 1,600.00 | 140.96 | 329.74 | 7.08 | 3,492.01 | 5,596.39 | 2,081.52 | 46 | Excess, \$1,003.28. |
| Natrons..... | 3 | 1,766.39 | 1,000.00 | ..... | 71.18 | 5.84 | ..... | 1,401.92 | 980.37 | 01 | |
| New Bethlehem..... | 3 | 2,287.63 | 1,100.00 | 200.00 | 156.88 | 5.12 | ..... | 1,109.98 | 825.71 | 04 | |
| New Bloomfield..... | 2 | 6,648.02 | 1,000.00 | ..... | 107.00 | 2.08 | ..... | 1,109.98 | 774.04 | 59 | |
| New Brighton..... | 2 | 1,884.92 | 1,000.00 | ..... | 200.00 | 34.32 | ..... | 2,224.32 | 4,424.60 | 33 | |
| New Castle..... | 2 | 6,648.02 | 1,000.00 | ..... | 900.00 | 148.67 | 7,007.60 | 13,056.16 | 6,038.96 | 68 | |
| New Kensington..... | 2 | 19,115.12 | 2,500.00 | 2,500.00 | 112.50 | 14.01 | ..... | 1,177.14 | 1,545.86 | 43 | Presidential, Oct. 1, 1893. |
| New Kensington..... | 2 | 2,723.03 | 1,050.00 | ..... | 112.50 | 8.40 | ..... | 1,177.14 | 1,545.86 | 43 | |
| Newport..... | 3 | 3,406.64 | 1,500.00 | 150.00 | 124.13 | 8.40 | ..... | 1,782.53 | 1,714.11 | 51 | |

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-----------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------------------|
| PENNSYLVANIA—cont'd. | | | | | | | | | | | |
| Steelton..... | 2 | \$7,733.93 | \$2,000.00 | \$600.00 | \$460.00 | \$22.90 | ..... | \$3,082.80 | \$4,051.13 | 40 | |
| Stroudsburg..... | 3 | 5,622.20 | 1,800.00 | 162.00 | 177.35 | 18.56 | ..... | 2,157.91 | 3,464.29 | 38 | |
| Sunbury..... | 2 | 8,787.90 | 2,100.00 | 1,100.00 | 424.91 | 47.78 | ..... | 3,672.60 | 5,115.31 | 42 | |
| Susquehanna..... | 2 | 4,773.62 | 1,700.00 | 386.83 | 346.30 | 8.24 | ..... | 2,454.46 | 2,319.16 | 51 | |
| Tamaqua..... | 3 | 4,790.10 | 1,800.00 | ..... | 285.00 | 19.28 | ..... | 2,104.28 | 2,685.82 | 44 | |
| Tarentum..... | 3 | 6,108.66 | 1,900.00 | ..... | 228.18 | 23.52 | ..... | 2,153.70 | 4,014.96 | 35 | |
| Thurlow..... | 3 | 3,411.56 | 1,500.00 | ..... | 256.00 | 14.72 | ..... | 1,770.72 | 1,370.84 | 55 | |
| Tidoute..... | 3 | 4,186.82 | 1,500.00 | 200.00 | 175.00 | 4.48 | ..... | 1,879.48 | 2,307.34 | 46 | |
| Titusville..... | 2 | 10,714.24 | 2,500.00 | 2,400.00 | 750.00 | 74.00 | \$4,333.78 | 10,107.84 | 6,006.40 | 00 | |
| Towanda..... | 2 | 10,971.41 | 2,300.00 | 1,186.08 | 500.00 | 1.54 | 2,563.75 | 6,560.37 | 4,411.04 | 00 | |
| Troy..... | 3 | 3,903.10 | 1,600.00 | 200.00 | 123.00 | 3.68 | ..... | 1,949.12 | 1,954.00 | 00 | |
| Tunkhannock..... | 3 | 7,741.78 | 1,500.00 | 200.00 | 239.12 | 10.00 | ..... | 1,926.08 | 1,796.48 | 49 | |
| Tyrone..... | 2 | 10,155.68 | 2,200.00 | 1,000.00 | 500.00 | 33.81 | ..... | 3,733.81 | 0,421.87 | 37 | |
| Union City..... | 2 | 6,160.70 | 1,700.00 | 200.00 | 306.43 | 8.80 | ..... | 2,215.23 | 3,945.56 | 36 | |
| Uniontown..... | 2 | 10,576.97 | 2,200.00 | 1,500.00 | 1,000.00 | 58.14 | 3,514.27 | 7,873.41 | 2,703.56 | 74 | |
| Warren..... | 2 | 28,973.07 | 2,700.00 | 2,900.00 | 500.00 | 1.51 | 3,281.34 | 9,862.85 | 19,111.12 | 34 | |
| Washington..... | 2 | 16,416.12 | 3,500.00 | 2,400.00 | 1,700.00 | 2.15 | 3,483.20 | 9,085.41 | 7,330.71 | 55 | |
| Watson..... | 3 | 2,921.31 | 1,400.00 | ..... | 200.00 | 15.84 | ..... | 1,015.84 | 1,305.47 | 53 | |
| Wayne..... | 3 | 5,187.52 | 1,700.00 | ..... | 298.00 | 25.93 | ..... | 2,023.93 | 3,163.60 | 39 | |
| Waynesboro..... | 2 | 7,768.70 | 2,000.00 | 900.00 | 429.08 | 13.92 | ..... | 3,343.90 | 4,424.80 | 43 | |
| Waynesburg..... | 3 | 4,419.17 | 1,600.00 | 500.00 | 327.25 | 14.72 | ..... | 2,441.97 | 1,977.20 | 59 | |
| Wellaboro..... | 3 | 6,376.65 | 1,800.00 | 300.00 | 360.00 | 14.50 | ..... | 2,474.50 | 3,902.30 | 29 | |
| West Chester..... | 2 | 21,482.01 | 2,600.00 | 2,595.87 | 1,900.00 | 65.97 | 3,506.24 | 9,788.08 | 11,693.93 | 46 | |
| Westfield..... | 3 | 3,398.58 | 1,100.00 | 200.00 | 133.50 | 3.60 | ..... | 1,497.10 | 1,911.48 | 65 | |
| West Grove..... | 2 | 11,031.90 | 2,400.00 | 1,000.00 | 220.00 | 16.16 | ..... | 3,638.16 | 7,393.73 | 33 | |
| West Newton..... | 3 | 3,391.20 | 1,500.00 | ..... | 214.17 | 10.08 | ..... | 1,730.25 | 1,661.04 | 51 | |
| White Haven..... | 3 | 2,315.87 | 1,100.00 | ..... | 193.50 | 3.92 | ..... | 1,297.42 | 1,018.45 | 54 | |
| Wilkesbarre..... | 1 | 50,125.19 | 3,100.00 | 6,895.00 | 1,377.50 | 287.81 | 17,970.87 | 29,491.18 | 20,634.01 | 39 | |
| Williamsburg..... | 3 | 8,197.74 | 1,600.00 | 1,100.00 | 360.00 | 73.16 | ..... | 2,332.16 | 5,865.58 | 28 | |
| Williamstown..... | 1 | 48,400.99 | 3,100.00 | 7,021.40 | 1,360.00 | 297.30 | 12,573.07 | 22,841.83 | 25,559.16 | 45 | |
| Wrightsville..... | 2 | 2,378.22 | 1,100.00 | ..... | 146.00 | 4.64 | ..... | 1,230.64 | 1,147.58 | 57 | |
| Winmerding..... | 3 | 1,010.04 | 1,100.00 | ..... | 188.00 | 11.00 | ..... | 1,299.00 | 010.44 | 08 | |
| York..... | 2 | 39,523.64 | 2,900.00 | 3,786.96 | 1,150.00 | 184.93 | 6,779.64 | 14,801.53 | 24,722.11 | 37 | |
| Total..... | | 5,374,025.51 | 430,723.08 | 835,855.06 | 129,007.15 | 41,790.39 | 1,322,891.28 | 2,770,235.90 | 2,607,789.55 | 51 | |
| RHODE ISLAND. | | | | | | | | | | | |
| Bristol..... | 3 | 0,580.90 | 1,700.00 | ..... | ..... | 41.92 | ..... | 1,741.92 | 4,839.04 | 20 | Government building. |
| Central Falls..... | 2 | 8,230.64 | 2,000.00 | 700.00 | 275.60 | ..... | 4,286.70 | 7,288.30 | 932.44 | 80 | |
| East Greenwich..... | 3 | 4,237.81 | 1,500.00 | ..... | 274.00 | 18.04 | ..... | 1,762.64 | 2,465.17 | 43 | |

Government building.

Government building.

| | | | | | | | | |
|------------------------|---|------------|-----------|-----------|----------|------------|------------|----|
| East Providence..... | 3 | 4,282.78 | 1,500.00 | 253.50 | 29.04 | 1,782.54 | 2,500.24 | 42 |
| Lonsdale..... | 3 | 2,501.06 | 1,300.00 | 98.88 | 6.95 | 1,405.84 | 1,985.22 | 56 |
| Narragansett Pier..... | 3 | 2,580.04 | 1,500.00 | 290.00 | 33.12 | 1,982.13 | 2,597.82 | 43 |
| Newport..... | 2 | 38,189.46 | 2,900.00 | 4,700.00 | 398.23 | 10,591.92 | 18,997.04 | 51 |
| Onychville..... | 2 | 10,987.51 | 2,200.00 | 845.00 | 37.92 | 4,282.92 | 6,404.50 | 40 |
| Pascoag..... | 3 | 1,765.87 | 1,000.00 | 1,500.00 | 3.52 | 1,138.92 | 648.95 | 64 |
| Pawtucket..... | 2 | 35,157.00 | 2,900.00 | 4,175.82 | 212.22 | 19,815.39 | 15,941.61 | 56 |
| Providence..... | 1 | 284,311.83 | 3,700.00 | 40,980.00 | 2,523.70 | 114,196.63 | 170,116.20 | 40 |
| Waketield..... | 3 | 3,039.82 | 1,100.00 | 132.00 | 5.76 | 1,337.76 | 1,722.00 | 44 |
| Warren..... | 3 | 3,473.25 | 2,500.00 | 940.31 | 11.92 | 1,711.92 | 1,761.47 | 70 |
| Westerly..... | 2 | 12,677.37 | 2,300.00 | 940.31 | 2.25 | 9,034.82 | 3,642.45 | 41 |
| Woonsocket..... | 2 | 16,852.72 | 2,500.00 | 909.80 | 111.02 | 13,646.06 | 3,306.66 | 80 |
| Total..... | | 436,718.10 | 29,600.00 | 6,122.46 | 3,450.22 | 200,748.60 | 235,969.59 | 40 |
| SOUTH CAROLINA. | | | | | | | | |
| Abbeville..... | 3 | 3,207.20 | 1,100.00 | 166.25 | 2.58 | 1,268.83 | 1,968.40 | 30 |
| Alken..... | 3 | 4,431.43 | 1,600.00 | 300.00 | 16.72 | 2,234.66 | 2,196.77 | 50 |
| Anderson..... | 3 | 5,820.48 | 1,700.00 | 352.25 | 0.12 | 2,361.37 | 3,450.11 | 41 |
| Barnwell..... | 3 | 1,909.53 | 1,000.00 | 80.00 | 2.08 | 1,171.78 | 737.75 | 61 |
| Beaufort..... | 3 | 4,049.33 | 1,600.00 | 223.50 | 7.44 | 2,030.94 | 2,018.39 | 50 |
| Bennettsville..... | 3 | 2,562.90 | 1,200.00 | 139.00 | 2.08 | 1,441.08 | 1,121.82 | 56 |
| Camden..... | 3 | 2,774.40 | 1,300.00 | 149.05 | 5.20 | 1,604.62 | 1,169.78 | 58 |
| Charleston..... | 1 | 75,216.50 | 3,200.00 | 13,757.44 | 395.19 | 37,830.20 | 37,296.30 | 50 |
| Chester..... | 3 | 3,885.98 | 1,500.00 | 284.00 | 9.60 | 1,993.60 | 1,892.38 | 51 |
| Columbia..... | 2 | 24,982.70 | 2,700.00 | 3,299.98 | 103.00 | 13,020.33 | 11,962.46 | 52 |
| Darlington..... | 3 | 3,440.45 | 1,500.00 | 239.41 | 6.96 | 1,896.37 | 1,544.08 | 53 |
| Florence..... | 3 | 4,433.07 | 1,000.00 | 150.00 | 253.33 | 2,015.01 | 2,418.06 | 45 |
| Georgetown..... | 3 | 2,850.50 | 1,400.00 | 220.82 | 8.08 | 1,832.15 | 1,068.44 | 64 |
| Greenville..... | 2 | 11,802.64 | 2,300.00 | 1,589.98 | 29.38 | 8,172.54 | 3,630.10 | 60 |
| Greenwood..... | 3 | 3,180.33 | 1,200.00 | 106.11 | 2.10 | 1,548.27 | 1,632.06 | 60 |
| Laurens..... | 3 | 4,895.15 | 1,300.00 | 184.95 | 5.50 | 1,690.54 | 1,194.61 | 59 |
| Marion..... | 3 | 2,280.48 | 1,200.00 | 133.22 | 2.80 | 1,486.02 | 2,260.00 | 65 |
| Newberry..... | 3 | 2,225.24 | 1,500.00 | 251.20 | 5.04 | 1,956.24 | 2,624.80 | 48 |
| Orangeburg..... | 3 | 4,621.83 | 1,600.00 | 298.03 | 0.28 | 2,197.33 | 2,892.04 | 39 |
| Rock Hill..... | 3 | 2,987.51 | 1,500.00 | 284.00 | 0.56 | 1,790.58 | 5,762.71 | 38 |
| Spartanburg..... | 2 | 7,780.27 | 2,100.00 | 378.38 | 26.40 | 3,394.13 | 1,384.03 | 50 |
| Sumter..... | 3 | 2,780.25 | 1,600.00 | 266.76 | 7.12 | 2,468.28 | 4,700.00 | 34 |
| Union..... | 3 | 2,496.11 | 1,100.00 | 160.00 | 11.52 | 1,319.28 | 3,930.87 | 62 |
| Winnsboro..... | 3 | 2,427.80 | 1,200.00 | 76.00 | 2.50 | 1,362.27 | 1,031.62 | 57 |
| Yorkville..... | 3 | 2,977.62 | 1,200.00 | 163.60 | 5.94 | 1,520.20 | 1,457.33 | 51 |
| Total..... | | 200,451.40 | 40,600.00 | 22,265.05 | 608.41 | 101,494.24 | 98,957.25 | 61 |
| SOUTH DAKOTA. | | | | | | | | |
| Abdeen..... | 2 | 14,285.17 | 2,500.00 | 687.10 | 28.76 | 7,651.96 | 6,643.31 | 54 |
| Alexandria..... | 3 | 2,214.03 | 1,100.00 | 186.00 | 1.88 | 1,298.98 | 1,725.75 | 56 |
| Arnour..... | 3 | 2,555.06 | 1,200.00 | 200.00 | 1.68 | 1,555.43 | 990.63 | 61 |
| Britton..... | 3 | 1,864.10 | 1,100.00 | 76.00 | .96 | 1,846.66 | 517.64 | 72 |

Mail bags, 50 cents.

Government building.

Do.

Mail bags, 65 cents.

Mail bags, 40 cents.

Mail bags, 50 cents.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|----------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|--------------------------------|
| SOUTH DAKOTA—cont'd. | | | | | | | | | | | |
| Brookings..... | 3 | \$4,034.68 | \$1,600.00 | 100.00 | \$290.00 | \$2.72 | | \$1,898.72 | \$2,155.96 | 47 | |
| Canton..... | 3 | 3,861.82 | 1,500.00 | 100.00 | 295.25 | 1.92 | | 1,897.17 | 1,964.65 | 49 | |
| Cantonville..... | 3 | 2,704.78 | 1,200.00 | 100.00 | 187.40 | 1.04 | | 1,488.53 | 1,216.25 | 55 | |
| Chamberlain..... | 3 | 3,165.48 | 1,400.00 | 200.00 | 171.50 | 2.40 | | 1,773.90 | 1,391.58 | 56 | |
| Clark..... | 3 | 2,029.81 | 1,100.00 | 110.00 | 187.00 | 1.68 | | 1,388.68 | 631.13 | 68 | |
| Custer..... | 3 | 1,834.36 | 1,000.00 | | 164.25 | | | 1,164.25 | 670.11 | 63 | |
| Deadwood..... | 2 | 7,638.30 | 2,000.00 | 1,200.00 | 500.00 | | | 3,700.00 | 3,938.30 | 48 | |
| De Smet..... | 3 | 2,992.20 | 1,400.00 | | 238.25 | 1.28 | | 1,659.53 | 1,332.67 | 55 | |
| Do Smet..... | 3 | 2,350.61 | 1,200.00 | | 213.75 | 1.50 | | 1,414.31 | 936.30 | 60 | |
| Elk Point..... | 3 | 2,381.27 | 1,200.00 | 112.50 | 213.75 | 3.60 | | 1,529.85 | 831.42 | 64 | |
| Europa..... | 3 | 2,498.73 | 1,200.00 | 125.00 | 218.00 | 2.00 | | 1,645.00 | 821.73 | 67 | |
| Flaxman..... | 3 | 2,938.83 | 1,200.00 | 50.00 | 213.75 | 1.30 | | 1,428.63 | 1,473.20 | 50 | |
| Flaxman..... | 3 | 1,969.83 | 1,100.00 | 150.00 | 177.51 | 1.12 | | 1,465.11 | 1,473.72 | 73 | |
| Hill City..... | 3 | 1,229.43 | 1,000.00 | | 179.41 | 2.1 | | 1,174.22 | 155.21 | 88 | |
| Hot Springs..... | 3 | 4,034.78 | 1,500.00 | | 273.50 | 4.72 | | 1,782.82 | 2,251.96 | 44 | Delinquent, July 1 and 2, 1893 |
| Howard..... | 3 | 2,169.08 | 1,100.00 | | 169.00 | 1.04 | | 1,291.04 | 840.04 | 58 | |
| Howard..... | 3 | 2,169.08 | 1,100.00 | | 169.00 | 1.04 | | 1,291.04 | 840.04 | 58 | |
| Howell..... | 3 | 1,890.59 | 1,400.00 | 1,700.00 | 228.00 | | \$2,636.38 | 7,028.38 | 260.72 | 86 | |
| Lead..... | 3 | 4,564.22 | 1,600.00 | 100.00 | 211.00 | 1.84 | | 1,912.84 | 2,651.38 | 43 | |
| Madison..... | 3 | 6,113.70 | 1,700.00 | 200.00 | 297.83 | 4.10 | | 2,201.98 | 3,911.72 | 41 | |
| Millbank..... | 3 | 2,988.30 | 1,500.00 | 200.00 | 214.00 | 2.48 | | 1,916.48 | 1,071.82 | 61 | |
| Miller..... | 3 | 1,978.63 | 1,100.00 | 225.00 | 166.00 | | | 1,491.72 | 486.91 | 75 | |
| Mitchell..... | 2 | 9,747.87 | 2,200.00 | 1,300.00 | 340.00 | 7.72 | | 6,205.47 | 4,482.40 | 64 | |
| Parker..... | 3 | 2,919.70 | 1,400.00 | 100.00 | 249.05 | 1.04 | 1,377.07 | 1,700.00 | 1,169.61 | 60 | |
| Pierre..... | 3 | 8,016.25 | 1,900.00 | 600.00 | 300.00 | 6.58 | | 2,800.58 | 5,205.67 | 35 | |
| Plankton..... | 3 | 2,200.66 | 1,200.00 | 80.00 | 208.40 | 1.44 | | 1,489.83 | 710.73 | 68 | |
| Rapid City..... | 3 | 5,000.38 | 1,800.00 | 600.00 | 290.00 | 2.80 | | 2,682.80 | 2,317.58 | 54 | |
| Redfield..... | 3 | 3,365.40 | 1,500.00 | 200.00 | 279.70 | 1.70 | | 1,981.40 | 1,384.00 | 59 | |
| Scotland..... | 3 | 3,162.00 | 1,400.00 | 125.00 | 231.50 | 2.50 | | 1,759.00 | 1,402.94 | 56 | |
| Sioux Falls..... | 2 | 20,036.73 | 2,000.00 | 2,900.00 | 1,200.00 | 25.84 | 4,442.72 | 11,168.56 | 14,868.17 | 67 | |
| Spears..... | 3 | 1,641.43 | 750.00 | 62.50 | 130.11 | 1.10 | | 912.77 | 698.66 | 60 | |
| Sturgis..... | 3 | 2,095.17 | 1,100.00 | | 196.12 | .64 | | 1,296.76 | 708.41 | 62 | |
| Vermillion..... | 3 | 4,063.91 | 1,800.00 | 250.00 | 291.00 | 3.92 | | 2,044.92 | 2,018.99 | 50 | |
| Watertown..... | 2 | 8,507.42 | 2,100.00 | 1,350.00 | 400.00 | | | 3,850.00 | 4,657.42 | 45 | |
| Webster..... | 3 | 2,916.12 | 1,400.00 | 300.00 | 172.50 | 1.60 | | 1,874.10 | 1,042.02 | 64 | |
| Woonsocket..... | 3 | 2,405.66 | 1,200.00 | 200.00 | 219.25 | .88 | | 1,620.13 | 785.53 | 67 | |
| Yankton..... | 2 | 10,140.02 | 2,200.00 | 1,700.00 | 200.00 | 13.46 | 2,235.08 | 6,048.54 | 3,731.48 | 60 | |
| Total..... | | 185,801.58 | 90,444.57 | 10,415.00 | 11,049.80 | 136.24 | 13,327.25 | 101,074.86 | 85,826.72 | 50 | |

Mail bags, 30 cents.

Presidential, Oct. 1, 1893.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|--------------------------|--------|-------------------|------------------|------------------|------------------------|----------------------------|--------------------|-------------------|-------------------|-------------------------------------|--|
| TENNESSEE—cont'd. | | | | | | | | | | | |
| Union City..... | 3 | \$5,750.91 | \$1,700.00 | \$190.99 | \$232.95 | \$13.92 | | \$2,146.86 | \$3,610.05 | 37 | |
| Winchester..... | 3 | 3,167.48 | 1,400.00 | | 175.90 | 6.28 | | 1,581.18 | 1,586.30 | 50 | |
| Total | | 599,021.53 | 76,600.00 | 88,961.71 | 8,916.01 | 3,798.64 | \$99,454.55 | 277,730.91 | 321,283.61 | 46 | |
| TEXAS. | | | | | | | | | | | |
| Ablene..... | 3 | 6,942.40 | 1,900.00 | 300.00 | 418.80 | 9.20 | | 2,628.00 | 4,014.40 | 40 | |
| Alvarado..... | 3 | 3,137.92 | 1,200.00 | 175.00 | 197.00 | 3.28 | | 1,562.64 | 1,562.64 | 50 | |
| Alvin..... | 3 | 776.53 | 250.00 | | 34.00 | | | 294.00 | 482.53 | 37 | Presidential, Apr. 1, 1894. |
| Amarillo..... | 3 | 3,917.80 | 1,500.00 | 200.00 | 246.00 | | | 1,946.00 | 1,071.80 | 64 | |
| Atlanta..... | 3 | 2,146.48 | 1,100.00 | 175.00 | 138.80 | 1.56 | | 1,415.36 | 731.12 | 66 | |
| Austin..... | 1 | 41,954.80 | 3,000.00 | 0,190.90 | 186.50 | 186.50 | 7,978.57 | 20,345.06 | 21,599.80 | 49 | Mail bags, 60 cents. Government building. |
| Baird..... | 3 | 1,733.10 | 1,000.00 | 166.57 | 162.00 | 2.08 | | 1,330.65 | 402.45 | 77 | |
| Ballinger..... | 3 | 2,353.37 | 1,200.00 | 175.00 | 190.00 | .48 | | 1,574.48 | 778.89 | 67 | |
| Bastrop..... | 3 | 2,491.11 | 1,100.00 | 300.00 | 180.45 | 7.81 | | 1,588.29 | 902.82 | 64 | |
| Beaumont..... | 3 | 7,112.23 | 1,900.00 | 400.00 | 360.00 | 8.24 | | 2,698.24 | 4,443.98 | 38 | |
| Beville..... | 3 | 3,892.26 | 1,400.00 | 140.00 | 190.20 | 0.16 | | 1,738.36 | 1,945.90 | 47 | |
| Belton..... | 3 | 3,785.77 | 1,800.00 | 538.75 | 358.67 | 19.44 | | 2,715.86 | 4,070.91 | 40 | |
| Rig Spring..... | 3 | 2,122.67 | 1,100.00 | 120.00 | 64.75 | .24 | | 1,284.99 | 837.68 | 61 | |
| Bonham..... | 3 | 6,164.32 | 1,700.00 | 250.00 | 319.03 | 8.73 | | 2,977.76 | 3,886.56 | 37 | Mail bags, 25 cents. Do. |
| Bowie..... | 3 | 4,595.67 | 1,400.00 | 258.33 | 254.60 | 5.21 | | 1,918.14 | 5,290.48 | 35 | |
| Brenham..... | 3 | 8,128.28 | 1,900.00 | 497.72 | 453.20 | 16.88 | | 2,867.80 | 1,749.58 | 42 | |
| Brownsville..... | 3 | 3,350.94 | 1,400.00 | 200.00 | 225.00 | 1.30 | | 1,601.36 | 3,359.57 | 42 | |
| Brownwood..... | 3 | 5,701.53 | 1,900.00 | 300.00 | 225.00 | 0.56 | | 2,431.56 | 3,269.97 | 42 | |
| Bryan..... | 3 | 6,098.47 | 1,700.00 | 174.90 | 227.18 | 8.88 | | 2,111.05 | 3,987.42 | 35 | |
| Burnet..... | 3 | 1,879.31 | 1,100.00 | 200.00 | 116.45 | 2.89 | | 1,419.25 | 480.06 | 76 | |
| Calderell..... | 3 | 2,135.67 | 1,100.00 | 100.00 | 67.50 | 3.22 | | 1,388.02 | 2,152.16 | 47 | |
| Calvert..... | 3 | 4,011.18 | 1,500.00 | 124.90 | 257.91 | 5.12 | | 1,984.94 | 1,748.16 | 53 | |
| Carroll..... | 3 | 3,709.43 | 1,400.00 | 400.00 | 100.00 | 4.28 | | 1,836.80 | 418.46 | 53 | |
| Childress..... | 3 | 1,855.98 | 1,100.00 | 175.00 | 159.88 | 1.63 | | 1,890.25 | 800.60 | 96 | |
| Cibola..... | 3 | 2,100.95 | 1,300.00 | 292.80 | 98.35 | 2.40 | | 1,356.06 | 590.10 | 70 | |
| Cisco..... | 3 | 1,448.66 | 1,000.00 | 173.60 | 178.50 | 2.50 | | 1,913.40 | 1,819.33 | 51 | |
| Clarksville..... | 3 | 7,732.73 | 1,400.00 | 300.00 | 309.00 | 4.40 | | 2,083.66 | 5,258.46 | 34 | |
| Cleburne..... | 3 | 7,942.12 | 1,200.00 | 400.00 | 380.80 | 13.70 | | 1,536.14 | 1,770.50 | 69 | |
| Colorado..... | 3 | 2,315.73 | 1,200.00 | 125.00 | 216.50 | .64 | | 1,888.04 | 1,547.03 | 55 | |
| Colombus..... | 3 | 3,408.97 | 1,600.00 | 200.00 | 35.00 | 3.14 | | 1,850.40 | 1,219.31 | 60 | |
| Comanche..... | 3 | 3,075.71 | 1,400.00 | 300.00 | 156.00 | 0.40 | | 1,935.54 | 1,180.44 | 62 | |
| Concho..... | 3 | 3,124.08 | 1,400.00 | 250.00 | 282.50 | 3.04 | | 2,298.38 | 3,296.10 | 41 | |
| Corpus Christi..... | 3 | 6,994.48 | 1,800.00 | 288.70 | 268.70 | 0.68 | | 6,678.79 | 4,173.31 | 62 | |
| Corsicana..... | 2 | 10,852.10 | 2,500.00 | 1,600.00 | 400.00 | 21.15 | 2,557.64 | | | | |

| | | | | | | | | | | | |
|--------------------|---|------------|----------|-----------|----------|--------|-----------|-----------|-----------|----|-----------------------------|
| Crockett..... | 3 | 2,453.04 | 1,200.00 | 200.00 | 216.25 | 1.86 | ..... | 1,618.11 | 839.93 | 06 | Mail bags, 50 cents. |
| Dallas..... | 3 | 5,212.11 | 1,600.00 | 300.00 | 329.00 | 17.12 | ..... | 2,246.12 | 2,966.99 | 43 | |
| Dauphin..... | 1 | 191,222.35 | 3,400.00 | 18,421.54 | ..... | 473.36 | 17,840.14 | 40,135.06 | 81,087.29 | 33 | Government building |
| Deatur..... | 3 | 1,072.96 | 1,500.00 | 350.00 | 258.58 | 3.16 | ..... | 2,112.18 | 1,960.72 | 52 | |
| Del Rio..... | 3 | 1,481.17 | 1,000.00 | ..... | 148.30 | 229.43 | 5,427.18 | 1,140.55 | 7,027.69 | 63 | |
| Denton..... | 2 | 6,187.83 | 2,500.00 | 300.00 | 400.00 | 8.00 | ..... | 1,863.61 | 7,027.69 | 38 | |
| Denton..... | 3 | 4,137.83 | 1,700.00 | 300.00 | 345.00 | 8.00 | ..... | 2,363.00 | 3,804.83 | 38 | |
| Dublin..... | 3 | 4,174.33 | 1,400.00 | 200.18 | 242.53 | 6.88 | ..... | 2,849.50 | 2,228.74 | 43 | |
| Engle Pass..... | 3 | 3,584.25 | 1,500.00 | 300.00 | 250.50 | 3.12 | ..... | 2,053.62 | 1,500.63 | 43 | |
| El Paso..... | 2 | 17,828.10 | 2,500.00 | 3,200.00 | ..... | 51.40 | 4,367.75 | 10,119.21 | 7,708.98 | 57 | Do. |
| Ennis..... | 3 | 5,417.95 | 1,700.00 | 150.00 | 232.48 | 8.88 | ..... | 1,961.36 | 3,426.56 | 37 | Mail bags, 50 cents. |
| Farmerville..... | 3 | 2,337.61 | 1,100.00 | 50.00 | 192.96 | 2.82 | ..... | 1,408.78 | 1,927.53 | 90 | |
| Ft. Ontario..... | 3 | 2,337.61 | 1,100.00 | 150.00 | 175.75 | 3.44 | ..... | 1,578.10 | 1,137.00 | 58 | |
| Fort Worth..... | 1 | 54,722.00 | 3,100.00 | 8,012.28 | 1,175.75 | 650.98 | 12,079.03 | 20,042.80 | 28,080.11 | 48 | |
| Galveston..... | 2 | 11,813.79 | 2,800.00 | ..... | 3,441.67 | 23.08 | 3,441.67 | 7,925.33 | 3,888.44 | 67 | |
| Gainesville..... | 1 | 72,412.33 | 3,200.00 | 11,823.93 | 300.00 | 249.44 | 13,077.86 | 28,861.23 | 44,051.10 | 39 | Government building. |
| Gatesville..... | 3 | 3,472.84 | 1,400.00 | 300.00 | 263.38 | 3.12 | ..... | 1,906.50 | 1,506.34 | 57 | |
| Georgetown..... | 3 | 5,087.31 | 1,600.00 | 400.00 | 291.25 | 4.94 | ..... | 2,296.21 | 2,791.10 | 45 | |
| Gonzales..... | 3 | 3,570.56 | 1,400.00 | 250.00 | 266.80 | 5.01 | ..... | 1,921.84 | 1,648.72 | 54 | |
| Granbury..... | 3 | 2,381.31 | 1,200.00 | 124.85 | 219.25 | 1.60 | ..... | 1,545.80 | 835.51 | 65 | |
| Graubury..... | 3 | 1,960.40 | 1,000.00 | 174.90 | 163.97 | .82 | ..... | 1,339.28 | 621.12 | 68 | |
| Graham..... | 2 | 8,339.17 | 2,000.00 | 1,000.00 | 360.00 | 12.50 | ..... | 3,372.50 | 4,996.61 | 40 | |
| Greenville..... | 3 | 2,593.21 | 1,100.00 | ..... | 152.50 | 3.30 | ..... | 1,255.80 | 1,340.44 | 48 | |
| Hallettsville..... | 3 | 2,635.21 | 1,200.00 | 250.00 | 10.50 | 4.34 | ..... | 1,464.74 | 1,170.47 | 49 | |
| Hearne..... | 3 | 2,745.89 | 1,100.00 | 125.00 | 110.50 | 3.52 | ..... | 1,348.02 | 1,397.87 | 56 | |
| Hempstead..... | 3 | 3,328.38 | 1,000.00 | 450.00 | 160.00 | 2.78 | ..... | 2,289.16 | 1,385.40 | 62 | Mail bags, 70 cents. |
| Henderson..... | 3 | 3,674.56 | 1,600.00 | 400.00 | 283.00 | 6.10 | ..... | 1,612.78 | 715.60 | 09 | |
| Honietta..... | 3 | 2,248.60 | 1,200.00 | 175.00 | 213.75 | 1.80 | ..... | 1,500.55 | 558.14 | 02 | Mail bags, 60 cents. |
| Hico..... | 3 | 8,165.00 | 1,800.00 | 300.00 | 298.75 | 17.04 | ..... | 2,415.79 | 5,749.21 | 30 | |
| Hillaboro..... | 3 | 4,439.38 | 1,600.00 | 300.00 | 314.43 | 5.44 | ..... | 2,219.87 | 2,219.51 | 50 | |
| Honey Grove..... | 3 | 73,854.90 | 3,200.00 | 11,320.22 | ..... | 512.22 | 13,110.68 | 28,143.12 | 45,711.87 | 38 | Government building. |
| Houston..... | 1 | 989.83 | 500.00 | ..... | 70.00 | .08 | ..... | 570.08 | 419.75 | 58 | Presidential, Jan. 1, 1894. |
| Hubbard..... | 3 | 6,205.67 | 1,700.00 | 225.00 | 928.50 | 1.16 | ..... | 2,257.60 | 3,948.01 | 36 | |
| Huntville..... | 3 | 1,346.23 | 1,000.00 | ..... | 97.40 | 1.39 | ..... | 1,068.70 | 2,417.47 | 82 | |
| Iowa Park..... | 3 | 2,153.00 | 900.00 | ..... | 142.75 | 1.20 | ..... | 1,043.96 | 1,109.05 | 48 | |
| Itasca..... | 3 | 3,616.98 | 1,500.00 | 250.00 | ..... | 4.64 | ..... | 1,754.64 | 1,962.34 | 49 | Presidential, Oct. 1, 1893. |
| Kaufman..... | 3 | 2,581.53 | 1,100.00 | 135.00 | 140.25 | 3.02 | ..... | 1,378.87 | 1,182.65 | 54 | Government build ng. |
| Kerrville..... | 3 | 2,308.90 | 1,100.00 | 178.20 | 101.00 | 1.68 | ..... | 1,380.97 | 1,277.83 | 60 | Mail bags, 50 cents. |
| La Grange..... | 3 | 3,850.58 | 1,400.00 | 375.00 | 241.75 | .08 | ..... | 2,016.83 | 1,839.75 | 52 | |
| Ladonia..... | 3 | 2,607.12 | 1,100.00 | 29.98 | 100.75 | 2.40 | ..... | 1,242.13 | 1,364.90 | 48 | |
| Lampasas..... | 3 | 4,640.60 | 1,700.00 | 250.00 | 307.60 | 4.88 | ..... | 2,262.48 | 2,367.18 | 49 | |
| Llano..... | 3 | 2,528.18 | 1,500.00 | 200.00 | 128.32 | 3.32 | ..... | 1,830.64 | 3,097.54 | 72 | |
| Lorado..... | 3 | 8,029.50 | 2,000.00 | 1,200.00 | 400.00 | ..... | 1,024.80 | 4,081.80 | 3,344.70 | 58 | |
| Lockhart..... | 2 | 8,892.61 | 1,300.00 | ..... | 168.30 | 4.24 | ..... | 1,472.54 | 1,300.07 | 51 | |
| Longtown..... | 3 | 4,281.45 | 1,500.00 | 300.00 | 206.80 | 5.80 | ..... | 2,012.25 | 2,269.20 | 64 | |
| Luling..... | 3 | 2,681.00 | 1,300.00 | 250.00 | 158.63 | 1.10 | ..... | 1,714.10 | 850.50 | 67 | |
| McGregor..... | 3 | 2,231.97 | 1,100.00 | 109.50 | 132.32 | 1.08 | ..... | 1,386.24 | 865.73 | 02 | |
| McKinney..... | 3 | 3,281.73 | 1,700.00 | 300.00 | 351.35 | 12.92 | ..... | 2,363.67 | 3,918.08 | 38 | |
| Marlin..... | 3 | 3,549.01 | 1,500.00 | 100.00 | 278.00 | 4.56 | ..... | 1,892.50 | 1,696.45 | 53 | |
| Marshall..... | 3 | 9,754.71 | 2,100.00 | 1,200.00 | 700.00 | 13.20 | ..... | 3,493.07 | 6,251.11 | 32 | |
| Merida..... | 3 | 5,021.60 | 1,600.00 | 350.00 | 320.03 | 3.04 | ..... | 2,273.07 | 2,751.53 | 45 | |
| Mineral..... | 3 | 2,381.50 | 1,200.00 | 250.00 | 210.04 | 1.28 | ..... | 1,670.32 | 2,491.24 | 71 | |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|-----------------------------|
| TEXAS—continued. | | | | | | | | | | | |
| Naacogoches..... | 3 | \$3,136.87 | \$1,400.00 | \$225.00 | \$222.00 | \$2.00 | | \$1,849.00 | \$1,287.87 | 59 | Mail bags, 25 cents. |
| Navasota..... | 3 | 2,398.19 | 1,500.00 | 200.00 | 239.05 | 8.25 | ..... | 1,967.30 | 2,430.89 | 45 | |
| New Braunfels..... | 3 | 2,089.58 | 1,300.00 | 125.00 | 169.20 | ..... | ..... | 1,584.20 | 1,385.38 | 53 | |
| Oak Cliff..... | 3 | 2,542.63 | 1,100.00 | ..... | 117.40 | 9.20 | ..... | 1,226.60 | 1,316.03 | 48 | |
| Orange..... | 2 | 3,976.25 | 1,600.00 | 150.00 | 208.59 | | | 1,968.35 | 2,009.90 | 49 | Presidential, Jan. 1, 1894. |
| Paris..... | 2 | 10,650.37 | 2,000.00 | 1,200.00 | 400.00 | 11.22 | ..... | 3,611.22 | 6,439.15 | 36 | |
| Palestine..... | 2 | 13,480.20 | 2,400.00 | 1,500.00 | 675.00 | 43.51 | 3,570.01 | 8,188.52 | 5,291.68 | 61 | |
| Flint Point..... | 3 | 2,207.49 | 1,000.00 | ..... | 103.00 | 2.40 | ..... | 1,105.40 | 1,102.09 | 50 | |
| Pittsburg..... | 3 | 1,030.74 | 500.00 | 100.00 | 75.00 | 50 | | 675.56 | 355.18 | 66 | Government building. |
| Piano..... | 3 | 2,875.79 | 1,200.00 | 110.00 | 189.00 | 3.44 | ..... | 1,592.44 | 1,373.35 | 52 | |
| Quinn..... | 3 | 2,938.36 | 1,600.00 | ..... | 315.75 | 3.12 | ..... | 1,918.87 | 1,017.49 | 65 | |
| Rockdale..... | 3 | 3,164.28 | 1,400.00 | 125.00 | 208.00 | ..... | ..... | 1,734.00 | 1,430.28 | 55 | |
| Rockport..... | 3 | 1,970.19 | 1,100.00 | 125.00 | 179.39 | 2.56 | | 1,404.63 | 563.56 | 71 | Government building. |
| Rusk..... | 3 | 2,521.61 | 1,100.00 | ..... | 203.75 | 2.56 | ..... | 1,306.31 | 1,218.30 | 52 | |
| San Angelo..... | 3 | 5,647.89 | 1,800.00 | 250.00 | 355.25 | 3.28 | ..... | 2,463.53 | 3,239.36 | 43 | |
| San Antonio..... | 1 | 65,491.19 | 3,200.00 | 11,067.03 | ..... | 319.48 | 17,017.75 | 31,604.28 | 33,886.98 | 48 | |
| San Marcos..... | 3 | 4,658.97 | 1,600.00 | 250.00 | 322.25 | 5.71 | | 2,177.96 | 2,481.01 | 47 | Presidential, Jan. 1, 1894. |
| Seymour..... | 3 | 2,234.63 | 1,300.00 | 300.00 | 135.20 | 1.20 | ..... | 1,736.40 | 498.23 | 78 | |
| Sherman..... | 2 | 18,796.81 | 2,500.00 | 150.00 | 122.50 | 3.12 | ..... | 1,475.62 | 1,303.57 | 53 | |
| Stephenville..... | 3 | 2,779.19 | 1,200.00 | 2,100.00 | 563.24 | 19.23 | 4,393.99 | 9,576.46 | 9,220.35 | 51 | |
| Sulphur Springs..... | 3 | 4,036.77 | 1,500.00 | 250.00 | 219.25 | 2.06 | | 1,672.21 | 2,240.55 | 65 | Government building. |
| Taylor..... | 3 | 7,743.73 | 1,800.00 | 200.00 | 46.55 | 14.32 | ..... | 1,706.22 | 2,060.87 | 44 | |
| Temple..... | 3 | 10,708.56 | 2,200.00 | 1,200.00 | 365.00 | 13.70 | ..... | 2,960.70 | 5,682.85 | 27 | |
| Terrill..... | 3 | 5,702.38 | 1,700.00 | 150.00 | 173.30 | 7.20 | ..... | 3,904.70 | 6,804.77 | 36 | |
| Tyler..... | 3 | 12,806.68 | 2,300.00 | 1,391.36 | 720.00 | 41.61 | 2,954.91 | 2,030.50 | 3,671.88 | 36 | Presidential, Jan. 1, 1894. |
| Uvalde..... | 3 | 2,054.29 | 1,100.00 | 125.00 | 159.00 | 1.92 | ..... | 687.78 | 0,118.90 | 52 | |
| Van Alstyne..... | 3 | 1,327.71 | 550.00 | 67.50 | 71.75 | 61 | ..... | 1,385.92 | 688.37 | 67 | |
| Velasco..... | 3 | 2,496.97 | 1,400.00 | 250.00 | 185.25 | 2.88 | ..... | 689.80 | 637.82 | 52 | |
| Vernon..... | 3 | 4,899.27 | 1,700.00 | 375.00 | 275.74 | 9.12 | | 1,838.13 | 660.84 | 74 | Government building. |
| Victoria..... | 3 | 5,848.14 | 1,700.00 | 400.00 | 339.00 | 16.48 | ..... | 2,359.86 | 2,449.41 | 40 | |
| Waco..... | 3 | 40,562.91 | 2,900.00 | 5,082.00 | ..... | 99.30 | 6,211.90 | 14,883.95 | 25,688.96 | 37 | |
| Waxahatche..... | 3 | 9,103.82 | 1,800.00 | 405.82 | 330.38 | 10.50 | ..... | 3,638.70 | 4,467.00 | 37 | |
| Weatherford..... | 3 | 7,307.10 | 2,100.00 | 1,000.00 | 410.00 | 13.26 | | 3,827.36 | 5,474.74 | 41 | Government building. |
| Weimer..... | 3 | 2,112.15 | 1,200.00 | ..... | 128.40 | 8.12 | ..... | 1,231.52 | 880.63 | 58 | |
| Whiteboro..... | 3 | 2,364.70 | 1,200.00 | 200.83 | 163.74 | 2.32 | ..... | 1,666.69 | 690.10 | 70 | |
| Whitewright..... | 3 | 2,669.31 | 1,100.00 | 250.00 | 178.33 | 1.04 | ..... | 1,499.37 | 1,270.94 | 54 | |
| Whitita Falls..... | 3 | 6,516.81 | 1,800.00 | 250.00 | 408.83 | 11.92 | | 2,470.75 | 4,046.06 | 38 | Government building. |
| Willa Point..... | 3 | 2,356.04 | 1,100.00 | 100.00 | 175.48 | 1.00 | ..... | 1,371.08 | 0,076.96 | 58 | |

| | | | | | | | | | |
|----------|----------------------|--------------|------------|------------|-----------|----------|------------|------------|----|
| 3 | Wolfe City | 2,151.70 | 1,000.00 | 107.19 | 147.35 | 2.00 | 1,340.54 | 805.16 | 63 |
| 3 | Yonkum | 3,031.20 | 1,200.00 | | 192.00 | 7.28 | 1,399.28 | 1,031.92 | 46 |
| | Total | 1,012,709.29 | 105,100.00 | 119,736.35 | 28,182.13 | 3,615.24 | 461,678.20 | 551,031.00 | 45 |
| UTAH. | | | | | | | | | |
| 3 | Pox Elder | 1,887.15 | 1,000.00 | | 164.00 | 2.48 | 1,100.48 | 720.67 | 62 |
| 3 | Rureka | 1,868.51 | 1,300.00 | | 206.25 | 1.36 | 1,507.01 | 890.90 | 81 |
| 8 | Logan | 5,123.31 | 1,800.00 | 180.00 | 147.43 | 4.32 | 2,131.75 | 2,991.50 | 42 |
| 2 | Ordun | 21,184.50 | 2,700.00 | 5,300.00 | 874.73 | 60.80 | 17,195.71 | 3,998.98 | 81 |
| 3 | Park City | 5,226.13 | 1,800.00 | 300.00 | 412.00 | 96 | 2,512.06 | 2,713.17 | 48 |
| 3 | Provo City | 5,071.97 | 1,700.00 | 360.00 | 360.00 | 13.30 | 2,073.36 | 2,968.01 | 41 |
| 1 | Salt Lake City | 78,968.51 | 3,300.00 | 15,000.00 | 1.00 | 422.60 | 38,324.87 | 40,643.64 | 49 |
| | Total | 119,340.17 | 13,600.00 | 20,780.00 | 2,105.41 | 505.88 | 64,912.74 | 54,427.43 | 54 |
| VERMONT. | | | | | | | | | |
| 2 | Barre | 12,572.05 | 2,200.00 | 1,425.00 | 500.00 | 0.68 | 4,134.68 | 8,427.37 | 33 |
| 3 | Barton | 2,124.66 | 825.00 | | 78.50 | 1.04 | 904.54 | 1,220.12 | 43 |
| 2 | Bellows Falls | 11,230.00 | 2,200.00 | 1,200.00 | 600.00 | 28.08 | 4,028.08 | 7,210.92 | 36 |
| 2 | Bennington | 10,770.87 | 2,300.00 | 1,400.00 | 770.00 | 30.01 | 7,470.20 | 3,300.61 | 69 |
| 3 | Bethel | 2,566.28 | 1,100.00 | 200.00 | 135.50 | 4.40 | 1,439.90 | 1,128.88 | 56 |
| 3 | Bradford | 5,170.23 | 1,800.00 | 199.81 | 321.73 | 4.80 | 2,326.34 | 2,843.88 | 45 |
| 3 | Brandon | 4,734.35 | 1,600.00 | 250.00 | 205.49 | 7.36 | 2,062.85 | 2,771.50 | 44 |
| 2 | Brattleboro | 17,084.28 | 2,500.00 | 2,523.00 | 825.00 | 41.24 | 10,294.27 | 6,770.01 | 60 |
| 3 | Burlington | 2,683.84 | 1,200.00 | 2,225.00 | 171.27 | 2.54 | 1,598.51 | 1,065.33 | 69 |
| 1 | Burlington | 94,083.62 | 3,300.00 | 5,211.56 | 194.54 | 1.44 | 17,630.20 | 70,432.92 | 10 |
| 3 | Derby Line | 2,283.70 | 1,100.00 | | 107.25 | 0.20 | 1,298.69 | 1,088.01 | 43 |
| 3 | East Haven | 2,545.08 | 1,600.00 | 20.00 | 302.10 | 0.20 | 1,365.20 | 2,009.88 | 50 |
| 3 | Essex Park | 2,088.11 | 1,300.00 | | 148.52 | 1.43 | 1,446.08 | 1,491.16 | 50 |
| 3 | Lyndon | 2,085.67 | 1,400.00 | | 182.77 | 4.00 | 1,800.33 | 1,276.84 | 51 |
| 3 | Lyndonville | 2,477.59 | 1,100.00 | | 190.41 | 3.12 | 1,261.53 | 1,215.99 | 51 |
| 2 | Madbury | 3,316.13 | 1,700.00 | 500.00 | 233.00 | 8.80 | 2,431.80 | 2,874.33 | 40 |
| 2 | Montpelier | 19,048.00 | 2,500.00 | 2,206.93 | | 53.46 | 7,609.32 | 12,039.08 | 39 |
| 3 | Morrisville | 3,216.63 | 1,400.00 | | 175.00 | 3.20 | 1,578.20 | 1,638.43 | 49 |
| 3 | Newport | 5,424.99 | 1,700.00 | 175.00 | 307.50 | 11.29 | 2,193.78 | 3,231.21 | 40 |
| 3 | Northfield | 3,025.17 | 1,300.00 | | 178.41 | 3.84 | 1,482.25 | 1,543.93 | 49 |
| 3 | Northey | 4,303.83 | 1,500.00 | 60.67 | 200.02 | 4.64 | 1,771.33 | 2,622.52 | 40 |
| 3 | Proctor | 1,138.11 | 1,500.00 | | 200.00 | 1.52 | 1,701.62 | 2,456.69 | 41 |
| 2 | Rutland | 24,299.45 | 2,600.00 | 3,900.00 | 430.00 | 185.08 | 12,098.12 | 12,201.33 | 59 |
| 2 | St. Albans | 14,506.44 | 2,400.00 | 1,800.00 | 480.00 | 41.24 | 8,224.35 | 5,962.59 | 50 |
| 2 | St. Johnsbury | 12,714.74 | 2,300.00 | 1,521.00 | 186.88 | 21.17 | 7,049.15 | 5,065.69 | 60 |
| 3 | Saxton & River | 2,977.16 | 1,200.00 | 137.50 | 121.00 | 3.84 | 1,402.34 | 1,514.82 | 49 |
| 3 | Springfield | 4,403.86 | 1,600.00 | 250.00 | 240.25 | 7.38 | 2,097.63 | 2,300.22 | 48 |
| 3 | Swanton | 3,111.93 | 1,400.00 | 120.00 | 154.00 | 3.76 | 1,677.76 | 1,434.17 | 54 |
| 3 | Vergreena | 4,946.98 | 1,500.00 | 200.00 | 196.80 | 3.76 | 1,900.62 | 2,146.38 | 47 |
| 3 | Waterbury | 3,720.36 | 1,500.00 | 200.00 | 140.65 | 4.10 | 1,614.81 | 2,075.55 | 44 |
| 3 | West Randolph | 4,556.19 | 1,700.00 | 200.00 | 257.50 | 6.16 | 2,163.60 | 2,391.53 | 47 |
| 3 | West Rutland | 1,786.91 | 1,000.00 | | 161.62 | 6.32 | 1,170.94 | 615.97 | 60 |
| 3 | White River Junction | 5,499.01 | 1,700.00 | 200.00 | 339.50 | 13.04 | 2,252.54 | 3,246.55 | 41 |
| 3 | Windsor | 3,897.17 | 1,500.00 | 250.00 | | 9.12 | 1,759.12 | 2,138.05 | 45 |

Presidential, Oct. 1, 1893.

Government building.

Mail bags, 15 cents.

Government building.

Do.

Mail bags, 50 cents.

Government building.

REPORT OF THE POSTMASTER-GENERAL.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|-------------------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|----------------------|
| VERMONT—continued. | | | | | | | | | | | |
| Winoski | 3 | \$3,520.73 | \$1,200.00 | ..... | \$204.54 | \$3.28 | ..... | \$1,407.82 | \$2,112.91 | 40 | |
| Woodstock | 3 | 4,635.79 | 1,600.00 | \$400.00 | 280.50 | 7.12 | ..... | 2,187.62 | 2,448.17 | 47 | |
| Total | | 317,219.53 | 60,325.00 | 24,487.47 | 9,089.67 | 687.75 | \$31,516.42 | 128,026.31 | 191,193.22 | 40 | |
| VIRGINIA. | | | | | | | | | | | |
| Abingdon | 3 | 3,942.73 | 1,500.00 | 299.70 | ..... | 11.92 | ..... | 1,811.02 | 2,131.11 | 46 | Government building. |
| Alexandria | 2 | 16,074.04 | 2,500.00 | 2,642.00 | ..... | 103.00 | ..... | 9,673.58 | 7,000.40 | 56 | Do. |
| Ashland | 3 | 2,439.39 | 1,300.00 | 37.50 | 236.50 | 7.53 | ..... | 1,581.52 | 877.87 | 64 | |
| Bedford City | 3 | 6,238.59 | 1,900.00 | 300.00 | 454.33 | 13.44 | ..... | 2,671.77 | 3,566.82 | 43 | |
| Berkeley | 3 | 2,796.12 | 1,200.00 | ..... | 167.25 | 11.92 | ..... | 1,379.42 | 1,418.70 | 49 | |
| Berryville | 3 | 2,537.78 | 1,200.00 | 100.00 | 207.25 | 5.36 | ..... | 1,512.61 | 1,025.17 | 60 | |
| Big Stone Gap | 3 | 2,134.79 | 1,100.00 | 200.00 | 176.50 | 3.08 | ..... | 1,480.18 | 654.61 | 69 | |
| Buchanan | 3 | 1,130.10 | 1,000.00 | 200.00 | 168.77 | 2.16 | ..... | 1,370.93 | ..... | 121 | \$249.83 excess. |
| Buena Vista | 3 | 2,336.97 | 1,500.00 | ..... | 299.04 | 3.60 | ..... | 1,902.64 | 554.33 | 78 | |
| Charlottesville | 2 | 14,252.71 | 2,400.00 | ..... | 590.00 | 143.64 | 4,824.83 | 9,757.97 | 4,494.74 | 68 | |
| Chatham | 3 | 2,074.55 | 1,000.00 | 125.00 | 146.50 | 5.36 | ..... | 1,276.86 | 797.69 | 62 | |
| Christiansburg | 3 | 2,533.78 | 1,300.00 | 175.00 | 140.00 | 4.64 | ..... | 1,019.64 | 914.14 | 64 | |
| Clifton Forge | 3 | 3,850.25 | 1,600.00 | 200.00 | 275.50 | 11.76 | ..... | 2,087.23 | 1,862.99 | 53 | |
| Covington | 3 | 2,811.52 | 1,400.00 | 150.00 | 227.98 | 3.92 | ..... | 1,781.90 | 1,029.62 | 63 | |
| Culpeper | 3 | 3,925.10 | 1,500.00 | 271.50 | 177.37 | 10.26 | ..... | 1,959.13 | 1,965.97 | 50 | Mail bags, 10 cents. |
| Danville | 2 | 17,779.52 | 2,500.00 | 2,816.48 | 177.37 | 66.10 | 4,309.99 | 9,782.57 | 7,996.95 | 55 | Government building. |
| East Radford | 3 | 2,561.82 | 1,200.00 | 300.00 | 262.02 | 3.44 | ..... | 1,756.06 | 805.76 | 69 | |
| Farmville | 3 | 3,673.14 | 1,500.00 | 400.00 | 297.65 | 10.31 | ..... | 2,147.96 | 1,525.18 | 58 | |
| Fortress Monroe | 3 | 4,004.62 | 1,600.00 | 400.00 | 36.55 | 15.60 | ..... | 2,052.15 | 1,952.47 | 51 | |
| Franklin | 3 | 1,950.58 | 1,000.00 | 110.00 | 154.56 | 4.00 | ..... | 1,268.56 | 682.02 | 65 | |
| Fredericksburg | 3 | 7,493.94 | 1,900.00 | 800.00 | 406.92 | 32.33 | ..... | 3,142.24 | 4,351.70 | 42 | |
| Front Royal | 3 | 2,884.90 | 1,300.00 | 262.50 | 250.50 | 6.40 | ..... | 1,810.40 | 1,075.59 | 63 | |
| Gordonsville | 3 | 2,107.72 | 1,100.00 | 249.75 | 185.40 | 4.32 | ..... | 1,539.56 | 568.16 | 73 | |
| Hampton | 3 | 7,751.33 | 1,900.00 | 175.00 | 341.25 | 21.60 | ..... | 2,437.85 | 5,313.48 | 31 | |
| Harrisonburg | 3 | 5,590.73 | 1,700.00 | ..... | 181.99 | 16.96 | ..... | 2,716.96 | 2,873.77 | 40 | Do. |
| Leesburg | 3 | 3,822.81 | 1,500.00 | 300.00 | 300.00 | 9.68 | ..... | 1,991.07 | 1,831.74 | 53 | |
| Lexington | 3 | 6,577.90 | 1,800.00 | 500.00 | 300.00 | 21.28 | ..... | 2,081.28 | 3,896.62 | 41 | |
| Luray | 3 | 2,989.04 | 1,400.00 | 150.00 | 140.30 | 4.00 | ..... | 1,094.30 | 1,193.64 | 50 | |
| Lynchburg | 1 | 43,730.44 | 3,000.00 | 7,196.00 | 347.50 | 221.20 | 7,677.17 | 18,094.37 | 25,042.07 | 41 | Do. |
| Manchester | 3 | 7,534.61 | 1,700.00 | 100.00 | 347.50 | 24.32 | ..... | 2,171.82 | 5,362.60 | 29 | |
| Marion | 3 | 2,513.77 | 1,200.00 | 150.00 | 185.30 | 3.84 | ..... | 1,539.14 | 974.63 | 61 | |
| Martinsville | 3 | 3,560.71 | 1,400.00 | 157.50 | 236.00 | 5.94 | ..... | 1,788.64 | 1,772.17 | 50 | |
| National Soldiers' Home | 3 | 2,757.00 | 1,000.00 | 200.00 | ..... | 2.08 | 150.00 | 1,388.08 | 1,369.01 | 40 | Do. |
| Newport News | 2 | 13,397.10 | 2,300.00 | 1,200.00 | 563.34 | 50.28 | ..... | 4,153.62 | 9,243.48 | 31 | |

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clerk hire. | Rent, light, and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
|---------------------|--------|-----------------|------------|-------------|------------------------|----------------------------|----------------|-----------------|--------------|-------------------------------------|---|
| WASHINGTON—cont'd. | | | | | | | | | | | |
| Seattle..... | 1 | \$80,019.52 | \$3,300.00 | \$18,350.00 | \$2,700.00 | \$306.30 | \$19,830.56 | \$14,485.95 | \$41,523.57 | 52 | Mail bags, 50 cents. |
| Shoshoni..... | 3 | 4,277.43 | 1,800.00 | 250.00 | 252.60 | 2.42 | ..... | 2,305.02 | 1,972.41 | 54 | |
| South Bend..... | 3 | 2,516.71 | 1,300.00 | ..... | 266.50 | 2.00 | ..... | 1,568.50 | 1,948.21 | 62 | |
| Spokane..... | 1 | 42,838.02 | 3,100.00 | 12,765.55 | 1,029.90 | 200.33 | 12,081.94 | 30,380.81 | 12,451.21 | 71 | |
| Spokane..... | 3 | 4,168.13 | 1,500.00 | 200.00 | 197.95 | 3.84 | ..... | 1,901.79 | 2,266.34 | 46 | |
| Tacoma..... | 1 | 58,889.67 | 3,200.00 | 12,800.00 | 2,482.61 | 253.54 | 18,713.04 | 37,449.19 | 21,440.48 | 64 | |
| Vancouver..... | 3 | 5,197.06 | 1,700.00 | 500.00 | 330.20 | 6.80 | ..... | 2,587.00 | 2,640.06 | 49 | |
| Wallawalla..... | 2 | 13,068.20 | 2,400.00 | 2,200.00 | 850.00 | 23.68 | 2,161.91 | 7,635.59 | 5,372.61 | 59 | |
| Wattburg..... | 3 | 1,772.18 | 1,000.00 | ..... | 135.00 | .64 | ..... | 1,135.64 | 636.54 | 64 | |
| Total..... | | 314,592.55 | 50,900.00 | 55,561.35 | 16,421.38 | 891.20 | 61,714.74 | 190,488.07 | 124,103.88 | 61 | |
| WEST VIRGINIA. | | | | | | | | | | | |
| Alderson..... | 3 | 2,064.10 | 1,000.00 | 133.15 | 103.19 | .80 | | 1,237.14 | 826.96 | 51 | Government building. |
| Bluefield..... | 3 | 5,477.40 | 1,600.00 | 23.00 | 280.00 | 12.96 | ..... | 1,916.86 | 3,560.54 | 35 | |
| Buckhannon..... | 3 | 4,023.98 | 1,500.00 | 350.00 | 270.75 | 11.12 | ..... | 2,131.87 | 1,892.11 | 53 | |
| Charleston..... | 2 | 27,020.84 | 2,700.00 | 3,421.20 | ..... | 81.13 | 3,494.95 | 9,697.28 | 12,922.56 | 43 | |
| Charlestown..... | 3 | 6,434.37 | 1,700.00 | 125.00 | 307.74 | 24.80 | ..... | 2,157.54 | 4,276.83 | 34 | |
| Clarksburg..... | 3 | 4,603.45 | 1,166.85 | 307.07 | ..... | 27.44 | ..... | 1,501.36 | 3,102.09 | 33 | |
| DAVIS. | | | | | | | | | | | |
| Davis..... | 3 | 3,111.85 | 1,300.00 | 100.00 | 122.62 | 8.44 | 212.00 | 1,743.06 | 1,368.79 | 56 | Government building. Delinquent from July 1 to Nov. 10, 1893. |
| Elkins..... | 3 | 1,305.55 | 500.00 | 125.00 | 82.75 | 4.48 | ..... | 712.23 | 593.32 | 55 | |
| Fairmont..... | 3 | 8,866.38 | 1,800.00 | 248.99 | 331.54 | 27.60 | ..... | 2,409.13 | 4,477.25 | 35 | |
| Grafton..... | 3 | 6,368.52 | 1,700.00 | 200.00 | 320.00 | 37.84 | ..... | 2,357.84 | 4,110.68 | 35 | |
| Hinton..... | 3 | 3,792.70 | 1,500.00 | 300.00 | 274.50 | 7.84 | ..... | 2,082.34 | 1,710.30 | 55 | |
| Huntington..... | 2 | 12,890.21 | 2,400.00 | 1,648.80 | 615.20 | 44.68 | 3,409.19 | 8,177.97 | 4,721.24 | 63 | |
| Keyser..... | 3 | 3,370.94 | 1,400.00 | 250.00 | 180.00 | 11.68 | | 1,841.68 | 1,528.86 | 55 | Mail bags, 25 cents. |
| Lewisburg..... | 3 | 2,146.72 | 1,100.00 | 800.00 | 119.93 | 2.97 | ..... | 1,522.90 | 633.62 | 71 | |
| Marionburg..... | 3 | 2,579.19 | 900.00 | 133.83 | 128.25 | 7.36 | ..... | 1,168.94 | 1,410.25 | 45 | |
| Martinsburg..... | 2 | 8,017.49 | 2,000.00 | 600.00 | 177.52 | 40.08 | ..... | 2,817.60 | 5,199.89 | 35 | |
| Morgantown..... | 3 | 4,215.42 | 1,600.00 | 225.00 | 198.00 | 12.24 | ..... | 2,035.24 | 2,210.18 | 48 | |
| Moundsville..... | 3 | 4,989.56 | 1,500.00 | 108.34 | 278.71 | 15.92 | ..... | 1,932.97 | 2,186.59 | 47 | |
| New Cumberland..... | 3 | 2,475.66 | 1,200.00 | | 212.00 | 6.80 | | 1,501.80 | 964.80 | 61 | Government building. |
| Parkersburg..... | 3 | 21,151.17 | 2,600.00 | 3,200.00 | ..... | 115.20 | 4,800.42 | 10,805.62 | 10,845.55 | 51 | |
| Piedmont..... | 3 | 5,310.19 | 1,700.00 | ..... | 235.00 | 15.20 | ..... | 1,950.20 | 2,360.99 | 45 | |
| Point Pleasant..... | 3 | 2,868.76 | 1,300.00 | 165.00 | 205.50 | 8.40 | ..... | 1,678.00 | 1,280.80 | 57 | |
| Ravenswood..... | 2 | 2,092.47 | 1,100.00 | 150.00 | 125.30 | 6.06 | ..... | 1,382.25 | 710.22 | 60 | |
| Ronoverto..... | 3 | 2,405.00 | 1,200.00 | 200.00 | 173.00 | 3.04 | ..... | 1,670.04 | 826.96 | 60 | |
| Siatsville..... | 3 | 3,904.62 | 1,123.00 | 150.00 | 61.75 | 10.98 | | 1,385.63 | 2,508.99 | 35 | Presidential, Oct. 1, 1893. |

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

| Office. | Class. | Gross receipts. | Salary. | Clark hire. | Rent light and fuel. | Other incidental expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent expense to gross receipts. | Remarks. |
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| WISCONSIN—continued. | | | | | | | | | | | |
| Jefferson..... | 3 | \$3,429.39 | \$1,500.00 | \$100.00 | \$232.07 | \$2.90 | | \$1,635.03 | \$1,594.36 | 54 | Presidential, Oct. 1, 1893. Government building. |
| Kaukauna..... | 2 | 2,604.79 | 1,200.00 | ..... | 213.75 | 4.24 | ..... | 1,417.90 | 1,186.80 | 54 | |
| Kenosha..... | 2 | 13,191.53 | 2,300.00 | 1,300.00 | 500.00 | 17.28 | ..... | 4,117.28 | 9,074.25 | 31 | |
| Kewaunee..... | 3 | 1,840.97 | 750.00 | 45.27 | 106.80 | 1.90 | ..... | 903.03 | 837.94 | 49 | |
| Kilbourn City..... | 3 | 2,637.94 | 1,200.00 | 150.00 | 213.75 | 1.00 | ..... | 1,565.35 | 1,092.59 | 59 | |
| La Crosse..... | 1 | 42,013.91 | 3,000.00 | 0,923.51 | | 158.98 | \$12,479.34 | 22,561.83 | 19,452.08 | 54 | Do. |
| Lake Geneva..... | 3 | 5,636.91 | 1,700.00 | 150.00 | 298.00 | 15.04 | ..... | 2,183.04 | 3,473.87 | 38 | |
| Lake Mills..... | 3 | 2,681.33 | 1,200.00 | ..... | 213.75 | 2.88 | ..... | 1,416.63 | 1,264.70 | 53 | |
| Lancaster..... | 2 | 3,748.12 | 1,500.00 | 250.00 | 277.80 | 2.48 | ..... | 2,030.28 | 1,717.84 | 54 | |
| Madison..... | 3 | 42,993.16 | 3,000.00 | 0,700.00 | ..... | 124.46 | 0,894.31 | 16,720.77 | 26,272.39 | 39 | |
| Manitowoc..... | 2 | 10,801.44 | 2,200.00 | 1,300.00 | 500.00 | 18.72 | | 6,086.70 | 4,714.65 | 56 | Presidential, Jan. 1, 1894. |
| Marquette..... | 2 | 11,247.59 | 2,300.00 | 1,448.00 | 486.52 | 11.50 | 4,402.30 | 2,649.21 | 3,621.27 | 41 | |
| Marshfield..... | 3 | 6,113.35 | 1,600.00 | 1,175.00 | 311.00 | 6.08 | ..... | 2,092.08 | 2,621.27 | 49 | |
| Mauston..... | 3 | 3,298.78 | 1,400.00 | ..... | 222.49 | 2.16 | ..... | 1,624.85 | 1,675.13 | 49 | |
| Medford..... | 3 | 3,101.94 | 1,300.00 | 100.00 | 245.00 | 1.52 | ..... | 1,046.52 | 1,455.42 | 53 | |
| Menaasha..... | 3 | 5,727.61 | 1,700.00 | 400.00 | 314.12 | 9.04 | | 2,423.16 | 3,304.45 | 42 | Government building. |
| Menasha..... | 3 | 1,038.09 | 500.00 | 43.50 | 43.34 | .32 | ..... | 587.16 | 450.93 | 56 | |
| Menominee..... | 3 | 5,988.79 | 1,800.00 | 500.00 | 397.00 | 6.24 | ..... | 2,703.24 | 3,285.55 | 45 | |
| Merrill..... | 2 | 9,415.67 | 2,100.00 | 1,099.77 | 480.00 | 8.48 | ..... | 3,638.25 | 5,777.42 | 39 | |
| Milwaukee..... | 2 | 453,381.20 | 4,000.00 | 58,568.70 | 2,164.90 | 2,313.27 | 115,528.70 | 182,573.57 | 270,807.63 | 40 | |
| Mineral Point..... | 3 | 3,542.68 | 1,500.00 | 200.00 | 286.00 | 4.56 | | 1,988.56 | 1,554.12 | 56 | Do. |
| Monroe..... | 3 | 7,407.48 | 1,900.00 | 300.00 | 447.50 | 7.36 | ..... | 2,054.86 | 4,752.62 | 36 | |
| Neenah..... | 3 | 2,416.29 | 1,200.00 | 150.00 | 133.50 | 1.28 | ..... | 1,494.78 | 751.51 | 67 | |
| Neenah..... | 3 | 8,994.97 | 2,000.00 | 850.00 | 480.00 | 15.00 | ..... | 3,345.60 | 5,649.37 | 37 | |
| Nellville..... | 3 | 3,583.39 | 1,500.00 | 250.00 | 291.50 | 3.84 | ..... | 2,045.34 | 1,538.05 | 57 | |
| New Richmond..... | 3 | 3,424.04 | 1,400.00 | 64.16 | 123.85 | 2.80 | | 1,590.81 | 1,833.23 | 46 | Presidential, Jan. 1, 1894. |
| New Richmond..... | 3 | 3,907.47 | 1,800.00 | 100.00 | 250.90 | 3.60 | ..... | 1,854.59 | 1,952.88 | 49 | |
| Oconomowoc..... | 3 | 4,784.74 | 1,800.00 | 200.00 | 305.25 | 8.33 | ..... | 2,113.57 | 2,681.17 | 44 | |
| Oconto..... | 3 | 6,546.49 | 1,800.00 | 200.00 | 240.00 | 0.00 | ..... | 2,246.00 | 4,300.49 | 34 | |
| Omro..... | 3 | 2,035.91 | 1,000.00 | 200.00 | 59.67 | 80 | ..... | 1,380.47 | 4,300.49 | 07 | |
| Oshkosh..... | 3 | 33,923.43 | 2,800.00 | 4,525.00 | | 128.26 | 9,628.56 | 17,179.82 | 16,743.61 | 51 | Do. |
| Phillips..... | 3 | 4,250.49 | 1,600.00 | ..... | 285.94 | 1.44 | ..... | 1,887.38 | 2,363.11 | 41 | |
| Platteville..... | 3 | 4,738.70 | 1,600.00 | 150.00 | ..... | 4.40 | ..... | 2,070.24 | 2,668.46 | 44 | |
| Plymouth..... | 3 | 3,251.62 | 1,400.00 | ..... | 211.50 | 3.44 | ..... | 1,614.94 | 1,636.68 | 50 | |
| Portage..... | 3 | 7,764.70 | 1,800.00 | 500.00 | 335.00 | 13.92 | ..... | 2,748.92 | 5,015.78 | 33 | |
| Port Washington..... | 3 | 3,907.83 | 1,500.00 | | 232.00 | 4.00 | | 1,737.00 | 2,170.83 | 44 | Presidential, Jan. 1, 1894. |
| Prairie du Chien..... | 3 | 3,151.30 | 1,400.00 | 300.00 | 246.80 | 5.63 | ..... | 1,922.04 | 1,199.26 | 62 | |
| Prentice..... | 3 | 1,149.19 | 500.00 | ..... | 46.19 | ..... | ..... | 546.60 | 362.59 | 46 | |
| Racine..... | 1 | 60,019.42 | 3,100.00 | 5,966.73 | 1,607.85 | 237.83 | 10,885.17 | 21,686.58 | 38,332.84 | 36 | |
| Reedsburg..... | 3 | 3,890.43 | 1,600.00 | ..... | 294.00 | 2.36 | ..... | 1,707.36 | 2,223.07 | 43 | |
| Rhineland..... | 3 | 6,007.82 | 1,900.00 | ..... | 351.73 | 6.64 | ..... | 2,286.37 | 6,800.46 | 28 | |

| | | | | | | | | | | |
|----------------------|---|--------------|------------|------------|-----------|----------|------------|------------|------------|----|
| Rice Lake..... | 3 | 4,387.78 | 1,500.00 | 77.71 | 284.25 | 3.28 | ..... | 1,895.24 | 2,492.54 | 43 |
| Richland Center..... | 3 | 2,743.51 | 1,500.00 | 300.00 | 275.00 | 2.72 | ..... | 2,076.62 | 1,664.80 | 56 |
| Ripon..... | 3 | 6,540.96 | 1,500.00 | 500.00 | 410.00 | 7.20 | ..... | 2,717.20 | 3,823.36 | 42 |
| River Falls..... | 3 | 4,073.41 | 1,500.00 | ..... | 290.07 | 5.20 | ..... | 1,793.87 | 2,270.54 | 44 |
| Shawano..... | 3 | 2,470.39 | 1,500.00 | 250.00 | 217.25 | 2.00 | ..... | 1,696.25 | 801.14 | 08 |
| Sheboygan..... | 2 | 18,440.18 | 2,500.00 | 2,400.00 | 930.00 | 39.20 | 6,971.30 | 12,840.50 | 5,608.68 | 70 |
| Sheboygan Falls..... | 3 | 2,860.91 | 1,300.00 | ..... | 174.50 | 1.20 | ..... | 1,475.70 | 1,508.21 | 50 |
| Shullsburg..... | 3 | 2,260.80 | 1,100.00 | ..... | 175.60 | 2.80 | ..... | 1,278.40 | 1,008.40 | 56 |
| South Kaukauna..... | 3 | 2,633.10 | 1,400.00 | ..... | 239.75 | 2.72 | ..... | 1,662.47 | 1,170.63 | 50 |
| South Superior..... | 3 | 2,439.45 | 1,400.00 | ..... | 284.75 | 1.68 | ..... | 1,668.43 | 1,773.02 | 68 |
| Sparta..... | 3 | 6,170.98 | 1,700.00 | 387.64 | 390.00 | 7.00 | ..... | 2,403.24 | 3,767.64 | 39 |
| Stevens Point..... | 2 | 8,400.24 | 2,000.00 | 1,000.00 | 300.00 | ..... | 8,549.92 | 6,920.92 | 1,470.32 | 82 |
| Stoughton..... | 3 | 5,481.30 | 1,700.00 | 100.00 | 335.00 | 4.56 | ..... | 2,158.56 | 3,821.74 | 39 |
| Sturgeon Bay..... | 3 | 2,910.78 | 1,300.00 | 399.60 | 213.71 | 2.24 | ..... | 1,913.55 | 997.23 | 06 |
| Superior..... | 3 | 5,984.82 | 1,600.00 | 200.00 | 324.54 | 9.28 | ..... | 2,183.82 | 3,851.00 | 36 |
| Tomah..... | 3 | 3,858.98 | 1,500.00 | 250.00 | 281.50 | 5.12 | ..... | 2,046.62 | 1,812.36 | 53 |
| Tomahawk..... | 3 | 3,147.12 | 1,400.00 | ..... | 285.25 | 2.40 | ..... | 1,687.65 | 1,478.47 | 53 |
| Two Rivers..... | 3 | 2,459.41 | 1,100.00 | 200.00 | 118.16 | 2.24 | ..... | 1,420.40 | 1,030.01 | 58 |
| Viroqua..... | 3 | 3,298.62 | 1,400.00 | 400.00 | 283.75 | 2.00 | ..... | 2,085.75 | 1,232.87 | 03 |
| Washington..... | 3 | 4,164.39 | 1,600.00 | ..... | 303.08 | 4.16 | ..... | 1,907.24 | 2,257.15 | 46 |
| Waterloo..... | 3 | 2,052.18 | 1,000.00 | ..... | 171.50 | .64 | ..... | 1,172.14 | 880.01 | 57 |
| Watertown..... | 2 | 10,142.42 | 2,200.00 | ..... | 651.88 | 14.26 | 8,086.00 | 7,253.04 | 2,889.38 | 72 |
| Waukesha..... | 2 | 12,116.35 | 2,300.00 | 1,500.00 | 900.00 | 34.48 | 3,470.78 | 8,205.26 | 3,911.00 | 08 |
| Waupaca..... | 3 | 5,231.67 | 1,600.00 | 175.00 | 305.85 | 3.04 | ..... | 2,083.89 | 3,147.78 | 40 |
| Waupun..... | 3 | 4,905.56 | 1,600.00 | 100.00 | 339.25 | 2.40 | ..... | 2,041.65 | 2,863.01 | 42 |
| Wausau..... | 2 | 12,166.94 | 2,300.00 | 1,400.00 | 357.50 | 26.40 | 4,321.33 | 8,405.32 | 3,764.62 | 09 |
| Wauwatosa..... | 3 | 3,383.57 | 1,500.00 | ..... | 254.50 | 0.88 | ..... | 1,781.38 | 1,622.19 | 52 |
| West Bend..... | 3 | 2,173.72 | 1,000.00 | ..... | 150.14 | 1.70 | ..... | 1,151.90 | 1,021.82 | 53 |
| West Superior..... | 3 | 27,385.94 | 2,800.00 | 3,900.00 | 790.00 | 81.01 | 5,296.87 | 12,827.88 | 14,553.06 | 47 |
| White Water..... | 3 | 7,249.20 | 1,900.00 | 200.00 | 385.00 | 8.00 | ..... | 2,493.00 | 4,756.20 | 34 |
| Total..... | | 1,262,994.45 | 188,850.00 | 128,480.35 | 40,077.60 | 3,871.75 | 226,381.20 | 593,660.96 | 600,333.49 | 47 |
| WYOMING. | | | | | | | | | | |
| Buffalo..... | 3 | 1,924.03 | 1,200.00 | 375.00 | 108.00 | ..... | ..... | 1,773.00 | 151.03 | 92 |
| Cheyenne..... | 2 | 11,710.06 | 2,400.00 | 2,408.90 | 1,433.78 | 115.51 | 4,233.26 | 10,682.54 | 1,027.52 | 91 |
| Evansston..... | 3 | 3,959.05 | 1,600.00 | ..... | 314.00 | ..... | ..... | 1,914.50 | 2,045.05 | 48 |
| Lander..... | 3 | 2,054.31 | 1,000.00 | ..... | 170.50 | 2.00 | ..... | 1,172.50 | 881.81 | 57 |
| Laramie..... | 2 | 7,582.21 | 2,100.00 | 1,400.00 | 1,150.00 | ..... | 2,100.18 | 6,819.18 | 783.03 | 90 |
| Rawlins..... | 3 | 3,973.21 | 1,500.00 | 291.66 | 308.50 | 4.29 | ..... | 2,104.48 | 1,867.73 | 53 |
| Rock Springs..... | 3 | 5,140.41 | 1,700.00 | 187.50 | 295.33 | 2.98 | ..... | 2,155.79 | 2,983.62 | 42 |
| Shoshone..... | 3 | 2,395.52 | 975.00 | 200.00 | 187.50 | 1.04 | ..... | 1,363.54 | 1,031.98 | 57 |
| Total..... | | 38,748.80 | 12,475.00 | 4,954.15 | 4,027.61 | 125.83 | 6,402.44 | 27,985.03 | 10,761.77 | 72 |

Presidential, Oct. 1, 1893.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1894.

| States and Territories. | Balance from last year. | Domestic money orders issued. | | | Postal notes issued. | | |
|---------------------------|-------------------------|-------------------------------|----------------|--------------|----------------------|---------------|------------|
| | | Number. | Amount. | Fees. | Number. | Amount. | Fees. |
| Alabama..... | \$42,189.91 | 231,300 | \$2,468,888.31 | \$20,599.58 | 72,480 | \$114,777.83 | \$2,177.19 |
| Alaska..... | 4,025.71 | 2,823 | 68,749.14 | 4,008.32 | 1,153 | 2,144.02 | 41.62 |
| Arizona..... | 13,680.71 | 56,698 | 790,788.06 | 5,581.71 | 20,068 | 35,806.22 | 602.64 |
| Arkansas..... | 28,251.85 | 189,280 | 1,068,370.05 | 16,635.64 | 77,508 | 122,040.22 | 2,328.00 |
| California..... | 174,228.94 | 587,287 | 6,900,620.38 | 54,866.53 | 318,452 | 565,777.53 | 9,567.24 |
| Colorado..... | 71,475.54 | 254,917 | 3,000,621.21 | 23,801.16 | 125,542 | 206,872.49 | 3,772.88 |
| Connecticut..... | 26,390.01 | 179,588 | 1,692,677.68 | 14,978.10 | 116,448 | 185,632.55 | 3,498.27 |
| Delaware..... | 3,631.13 | 18,581 | 178,090.22 | 1,531.02 | 14,282 | 24,405.56 | 439.15 |
| District of Columbia..... | 7,470.02 | 73,579 | 953,728.33 | 7,215.13 | 30,271 | 55,496.19 | 914.28 |
| Florida..... | 24,562.52 | 180,924 | 1,525,650.08 | 13,447.06 | 79,914 | 127,540.13 | 2,461.68 |
| Georgia..... | 41,157.47 | 257,170 | 2,408,318.80 | 21,372.32 | 137,376 | 230,678.35 | 4,126.59 |
| Idaho..... | 45,017.46 | 62,603 | 909,500.47 | 6,623.07 | 26,630 | 42,659.19 | 771.18 |
| Illinois..... | 135,295.79 | 1,050,660 | 9,580,518.99 | 85,849.38 | 545,501 | 875,587.26 | 16,401.18 |
| Indiana..... | 71,413.36 | 605,462 | 5,088,175.99 | 47,877.08 | 282,179 | 464,282.64 | 8,776.17 |
| Indian Territory..... | 7,747.82 | 52,519 | 602,964.00 | 4,350.29 | 25,476 | 42,715.69 | 765.42 |
| Iowa..... | 79,655.22 | 707,620 | 5,200,687.63 | 52,654.08 | 492,498 | 738,098.19 | 14,791.77 |
| Kansas..... | 57,273.89 | 553,122 | 4,628,885.87 | 47,756.12 | 352,603 | 535,982.29 | 10,080.13 |
| Kentucky..... | 20,825.54 | 184,610 | 1,675,178.29 | 15,086.39 | 88,457 | 140,880.24 | 2,760.13 |
| Louisiana..... | 46,542.45 | 184,432 | 2,462,751.88 | 18,637.84 | 54,831 | 92,255.75 | 1,643.77 |
| Maine..... | 28,211.12 | 141,514 | 1,460,630.26 | 12,384.38 | 62,334 | 152,432.17 | 2,984.91 |
| Massachusetts..... | 16,986.86 | 92,608 | 1,012,481.26 | 8,358.05 | 71,179 | 125,674.93 | 2,114.19 |
| Michigan..... | 73,250.71 | 451,489 | 4,672,394.26 | 39,898.36 | 275,096 | 473,065.13 | 8,270.19 |
| Minnesota..... | 92,242.06 | 636,066 | 5,357,296.47 | 50,410.84 | 354,032 | 545,646.30 | 10,440.70 |
| Mississippi..... | 65,621.02 | 362,319 | 3,132,618.66 | 28,956.03 | 196,414 | 310,111.00 | 5,990.64 |
| Missouri..... | 30,469.17 | 236,838 | 2,343,705.11 | 20,353.30 | 76,072 | 123,596.64 | 2,286.00 |
| Montana..... | 79,146.82 | 537,584 | 4,590,875.99 | 42,699.47 | 315,510 | 491,058.12 | 9,473.25 |
| Nebraska..... | 49,841.06 | 104,070 | 1,440,874.29 | 10,067.86 | 51,385 | 87,913.09 | 1,543.32 |
| Nevada..... | 44,301.62 | 323,560 | 2,520,428.90 | 24,666.87 | 260,004 | 396,272.74 | 7,899.90 |
| New Hampshire..... | 7,413.53 | 27,674 | 373,904.05 | 2,807.73 | 11,724 | 22,141.14 | 332.11 |
| New Jersey..... | 12,524.68 | 86,792 | 748,723.08 | 6,931.96 | 67,602 | 108,967.99 | 2,031.51 |
| New Mexico..... | 34,368.10 | 187,429 | 1,981,821.54 | 16,530.68 | 106,376 | 180,995.10 | 3,196.44 |
| New York..... | 21,013.21 | 45,437 | 561,541.76 | 4,370.43 | 23,063 | 40,273.61 | 692.40 |
| North Carolina..... | 261,338.82 | 1,094,756 | 11,266,058.28 | 95,191.08 | 633,723 | 1,091,673.07 | 19,063.65 |
| North Dakota..... | 30,448.42 | 188,020 | 1,748,637.51 | 15,550.59 | 87,599 | 146,831.11 | 2,631.99 |
| Ohio..... | 14,538.91 | 65,249 | 681,342.01 | 5,755.56 | 53,354 | 86,549.27 | 1,602.36 |
| Oklahoma..... | 95,872.34 | 862,846 | 7,656,898.19 | 69,840.87 | 482,037 | 763,411.96 | 14,511.09 |
| Oregon..... | 6,035.09 | 44,402 | 485,948.10 | 3,983.79 | 21,240 | 38,518.42 | 725.64 |
| Pennsylvania..... | 75,361.62 | 163,548 | 2,009,512.82 | 15,714.50 | 96,722 | 146,302.59 | 2,607.90 |
| Rhode Island..... | 150,054.96 | 875,988 | 8,590,146.82 | 74,515.23 | 524,929 | 896,320.38 | 15,897.18 |
| South Carolina..... | 8,183.45 | 56,936 | 584,574.05 | 4,937.66 | 28,026 | 47,138.15 | 842.52 |
| South Dakota..... | 17,338.90 | 138,361 | 1,078,599.36 | 10,405.62 | 56,305 | 91,059.63 | 1,693.95 |
| Tennessee..... | 31,562.40 | 125,170 | 1,183,049.82 | 10,493.04 | 92,567 | 152,266.24 | 2,781.60 |
| Texas..... | 28,757.75 | 195,557 | 1,855,216.57 | 16,381.36 | 74,723 | 118,073.99 | 2,246.07 |
| Utah..... | 135,646.65 | 693,146 | 7,791,642.04 | 63,521.55 | 282,238 | 437,491.32 | 8,479.23 |
| Vermont..... | 21,639.44 | 53,356 | 640,721.57 | 5,037.75 | 26,192 | 46,701.25 | 787.83 |
| Virginia..... | 10,015.40 | 79,807 | 642,201.92 | 6,150.21 | 53,726 | 85,813.53 | 1,614.90 |
| Washington..... | 37,550.06 | 191,483 | 1,835,652.46 | 16,180.06 | 92,348 | 155,899.86 | 2,773.56 |
| West Virginia..... | 45,150.71 | 219,055 | 2,645,344.16 | 20,870.46 | 96,529 | 163,252.29 | 2,980.01 |
| Wisconsin..... | 16,132.53 | 97,290 | 877,795.16 | 7,943.86 | 58,554 | 97,489.74 | 1,761.81 |
| Wyoming..... | 55,529.12 | 484,802 | 4,491,821.30 | 40,208.35 | 218,891 | 352,523.90 | 6,574.59 |
| Wyoming..... | 10,258.55 | 38,217 | 425,255.00 | 3,474.66 | 18,067 | 30,343.06 | 542.94 |
| Total..... | 2,496,684.00 | 14,304,041 | 138,793,579.49 | 1,210,582.16 | 7,765,310 | 12,649,094.55 | 233,503.56 |

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1894—Continued.

| States and Territories. | International orders issued. | | | Foreign exchange received. | Number certificates of deposit. | Deposits received from postmasters. |
|-------------------------|------------------------------|---------------|------------|----------------------------|---------------------------------|-------------------------------------|
| | Number. | Amount. | Fees. | | | |
| Alabama | 2,007 | \$35,082.75 | \$124.00 | | 13,287 | \$1,571,711.27 |
| Alaska | 195 | 6,050.96 | 65.20 | | | |
| Arizona | 861 | 24,564.80 | 287.10 | | 1,280 | 197,749.50 |
| Arkansas | 1,004 | 16,863.28 | 201.30 | | 7,286 | 765,137.78 |
| California | 51,774 | 918,216.02 | 10,973.55 | \$38,920.02 | 27,250 | 5,722,420.21 |
| Colorado | 16,486 | 372,658.21 | 4,233.70 | | 10,238 | 1,797,389.57 |
| Connecticut | 26,048 | 357,304.82 | 4,582.80 | | 7,176 | 819,474.81 |
| Delaware | 1,168 | 14,999.86 | 194.70 | | 666 | 50,122.00 |
| District of Columbia | 6,206 | 96,136.63 | 1,214.50 | | 5,589 | 808,543.13 |
| Florida | 1,983 | 41,065.89 | 481.80 | | 3,369 | 353,805.91 |
| Georgia | 3,029 | 58,243.42 | 688.60 | | 14,129 | 1,473,347.74 |
| Idaho | 1,491 | 38,723.63 | 424.60 | | 1,667 | 257,589.60 |
| Illinois | 89,939 | 1,453,280.00 | 17,920.05 | | 50,819 | 9,583,622.08 |
| Indiana | 8,816 | 111,861.18 | 1,493.25 | | 25,528 | 2,402,355.85 |
| Indian Territory | 586 | 20,194.71 | 218.30 | | | |
| Iowa | 9,123 | 114,999.96 | 1,556.50 | | 40,025 | 3,429,198.06 |
| Kansas | 4,514 | 62,301.65 | 815.60 | | 13,937 | 1,261,022.67 |
| Kentucky | 3,620 | 53,241.93 | 670.30 | | 7,809 | 856,829.31 |
| Louisiana | 6,718 | 169,344.36 | 1,890.50 | | 16,046 | 2,740,759.64 |
| Maine | 7,798 | 123,807.81 | 1,532.30 | | 9,562 | 1,150,374.44 |
| Maryland | 8,409 | 116,915.78 | 1,514.60 | | 6,062 | 895,491.22 |
| Massachusetts | 110,536 | 1,604,830.39 | 20,101.05 | | 22,815 | 3,762,598.80 |
| Michigan | 28,211 | 369,758.38 | 4,944.20 | | 27,439 | 2,734,334.87 |
| Minnesota | 14,584 | 204,317.71 | 2,674.00 | | 22,806 | 2,543,955.46 |
| Mississippi | 590 | 10,644.88 | 129.80 | | 7,048 | 736,810.07 |
| Missouri | 16,287 | 258,182.06 | 3,197.10 | | 56,024 | 6,989,208.38 |
| Montana | 12,197 | 287,343.87 | 8,184.10 | | 6,475 | 1,226,387.75 |
| Nebraska | 5,027 | 62,037.35 | 835.60 | | 16,938 | 1,890,412.12 |
| Nevada | 847 | 21,838.18 | 240.60 | | | |
| New Hampshire | 7,327 | 108,042.46 | 1,362.30 | | 2,202 | 166,982.91 |
| New Jersey | 45,193 | 610,361.25 | 7,806.80 | | 5,360 | 551,958.20 |
| New Mexico | 829 | 17,032.21 | 107.20 | | 3,507 | 422,721.31 |
| New York | 236,367 | 3,274,756.70 | 41,681.50 | 222,957.80 | 70,171 | 35,291,953.64 |
| North Carolina | 1,167 | 24,988.56 | 289.30 | | 7,443 | 708,822.40 |
| North Dakota | 1,788 | 28,118.54 | 354.80 | | 4,026 | 401,309.19 |
| Ohio | 10,529 | 388,057.17 | 5,165.40 | | 42,585 | 5,010,331.98 |
| Oklahoma | 92 | 1,761.66 | 22.00 | | 1,039 | 124,785.54 |
| Oregon | 7,157 | 151,382.09 | 1,756.00 | | 14,068 | 2,163,843.80 |
| Pennsylvania | 74,632 | 1,034,579.68 | 13,309.25 | | 50,845 | 6,441,012.83 |
| Rhode Island | 16,915 | 247,367.50 | 3,140.20 | | 2,811 | 265,634.00 |
| South Carolina | 1,302 | 26,806.25 | 313.60 | | 6,040 | 704,580.94 |
| South Dakota | 2,466 | 47,529.17 | 554.70 | | 4,349 | 426,494.88 |
| Tennessee | 2,100 | 31,623.12 | 395.80 | | 16,180 | 1,721,385.24 |
| Texas | 8,474 | 132,912.74 | 1,048.00 | | 37,120 | 5,173,781.10 |
| Utah | 4,746 | 70,203.06 | 889.00 | | 4,377 | 543,590.00 |
| Vermont | 4,615 | 73,067.03 | 903.60 | | 3,616 | 803,303.35 |
| Virginia | 3,367 | 58,460.06 | 707.10 | | 11,707 | 1,358,817.66 |
| Washington | 8,616 | 164,657.28 | 1,955.40 | | 6,115 | 845,437.91 |
| West Virginia | 790 | 12,490.60 | 154.70 | | 3,694 | 335,948.90 |
| Wisconsin | 17,850 | 236,081.04 | 3,115.80 | | 26,270 | 2,870,633.93 |
| Wyoming | 1,398 | 29,873.68 | 346.20 | | 1,046 | 162,751.90 |
| Total | 917,823 | 13,792,455.31 | 172,718.75 | 259,877.82 | 745,853 | 122,216,693.05 |

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1894—Continued.

| States and Territories. | Drafts on postmaster at New York, N. Y. | Drafts on assistant treasurers at New York, N. Y. and Chicago, Ill. | Transferred from postage fund. | Gain. | Balance due postmasters. | Domestic money orders paid. | |
|-------------------------|---|---|--------------------------------|----------|--------------------------|-----------------------------|----------------|
| | | | | | | Number. | Amount. |
| Alabama | \$50,980.00 | | \$11,340.41 | \$19.57 | \$446.94 | 132,419 | \$1,609,034.08 |
| Alaska | | | 52 | | 1.74 | 279 | 11,645.90 |
| Arizona | 27,195.00 | | 1,136.38 | 4.96 | 27.50 | 14,436 | 338,228.61 |
| Arkansas | 84,130.00 | | 14,189.68 | 52.56 | 376.50 | 91,453 | 1,139,254.20 |
| California | 279,150.75 | | 64,798.79 | 1.77 | 2,082.08 | 485,326 | 6,777,375.73 |
| Colorado | 79,227.00 | | 17,037.98 | 817.24 | 433.62 | 176,886 | 2,532,478.60 |
| Connecticut | 236,222.00 | | 19,666.07 | .54 | 149.91 | 173,033 | 1,647,892.52 |
| Delaware | 9,975.00 | | 2,195.19 | .10 | 5.76 | 11,728 | 136,204.15 |
| Dist. of Columbia | 63,020.00 | | 177.00 | 1.98 | 189.28 | 97,185 | 922,622.25 |
| Florida | 78,934.50 | | 7,302.61 | | 459.20 | 73,082 | 848,641.84 |
| Georgia | 233,885.00 | | 11,744.43 | 146.79 | 2,034.09 | 229,666 | 2,272,365.51 |
| Idaho | 15,450.00 | | 2,611.12 | 14.06 | 492.02 | 18,154 | 319,404.51 |
| Illinois | 1,081,397.75 | \$1,680,000.00 | 175,071.51 | 1.04 | 2,594.59 | 1,879,123 | 15,183,022.81 |
| Indiana | 750,345.00 | | 33,539.16 | .09 | 1,561.67 | 461,006 | 4,584,797.99 |
| Indian Territory | 3,735.00 | | 3,185.83 | | 91.70 | 13,479 | 195,423.54 |
| Iowa | 433,967.20 | | 50,665.44 | 6.27 | 1,542.59 | 469,625 | 4,264,077.49 |
| Kansas | 607,472.90 | | 33,591.62 | .66 | 1,694.51 | 310,061 | 3,311,102.22 |
| Kentucky | 212,178.70 | | 12,459.81 | | 697.77 | 161,474 | 1,765,672.32 |
| Louisiana | 55,315.00 | | 8,559.43 | 212.69 | 332.35 | 152,334 | 2,231,484.05 |
| Maine | 114,462.00 | | 12,519.69 | | 268.78 | 132,237 | 1,244,100.60 |
| Maryland | 199,088.00 | | 18,220.75 | | 247.74 | 126,241 | 1,478,603.43 |
| Massachusetts | 332,834.00 | | 43,686.73 | 17.56 | 459.03 | 316,636 | 5,830,997.19 |
| Michigan | 803,057.00 | | 78,247.05 | 2.49 | 941.68 | 508,224 | 4,964,913.57 |
| Minnesota | 365,386.00 | | 180,563.36 | .18 | 1,258.01 | 339,197 | 3,350,961.38 |
| Mississippi | 30,442.00 | | 5,895.84 | 1.13 | 619.43 | 99,139 | 1,060,408.17 |
| Missouri | 453,926.37 | | 58,461.15 | 8.18 | 1,572.08 | 784,924 | 7,574,802.05 |
| Montana | 14,120.60 | | 5,678.80 | | 138.47 | 39,356 | 685,005.55 |
| Nebraska | 233,250.00 | | 26,506.39 | 10.56 | 544.13 | 213,876 | 2,210,683.30 |
| Nevada | 3,865.00 | | 2,802.78 | | 4.29 | 9,347 | 151,591.06 |
| New Hampshire | 78,696.00 | | 10,631.63 | | 241.77 | 52,323 | 590,313.95 |
| New Jersey | 277,218.00 | | 34,922.26 | | 485.23 | 168,955 | 1,730,642.50 |
| New Mexico | 14,330.00 | | 601.15 | | 76.13 | 14,016 | 246,663.98 |
| New York | 1,225,691.21 | 6,997,263.69 | 110,272.70 | 425.34 | 1,546.24 | 2,061,352 | 16,928,886.07 |
| North Carolina | 141,728.00 | | 14,080.98 | .54 | 706.09 | 103,352 | 1,150,045.60 |
| North Dakota | 20,770.00 | | 3,597.49 | | 32.02 | 21,073 | 296,310.70 |
| Ohio | 1,095,607.00 | | 43,718.37 | 6.14 | 1,929.16 | 983,098 | 8,725,241.02 |
| Oklahoma | 44,130.00 | | 11,401.81 | | 233.17 | 22,709 | 371,399.62 |
| Oregon | 105,367.35 | | 8,266.28 | | 397.03 | 117,257 | 1,878,942.62 |
| Pennsylvania | 801,469.00 | | 200,381.31 | .90 | 2,033.86 | 991,429 | 8,538,395.90 |
| Rhode Island | 3,710.00 | | 3,859.92 | | 46.28 | 38,843 | 455,483.18 |
| South Carolina | 26,955.00 | | 5,030.40 | | 237.93 | 70,001 | 644,274.35 |
| South Dakota | 113,322.00 | | 5,203.48 | | 355.30 | 50,186 | 585,452.53 |
| Tennessee | 269,514.64 | | 13,410.16 | | 467.05 | 221,792 | 2,408,676.07 |
| Texas | 387,336.12 | | 39,207.35 | .20 | 3,717.15 | 403,334 | 5,488,230.47 |
| Utah | 46,311.00 | | 4,725.10 | .01 | 67.21 | 39,525 | 546,517.71 |
| Vermont | 41,680.00 | | 9,610.12 | | 474.02 | 42,765 | 493,452.29 |
| Virginia | 203,592.00 | | 14,285.48 | .09 | 1,359.43 | 150,101 | 1,684,601.50 |
| Washington | 94,855.95 | | 27,222.54 | .23 | 630.47 | 119,389 | 1,897,767.53 |
| West Virginia | 19,690.00 | | 15,221.54 | | 174.55 | 42,676 | 478,406.79 |
| Wisconsin | 409,490.00 | | 31,194.09 | 1.63 | 1,331.33 | 364,237 | 3,754,219.02 |
| Wyoming | 1,205.00 | | 265.88 | .53 | 6.20 | 8,856 | 128,612.81 |
| Total | 12,285,645.44 | 8,547,263.09 | 1,509,017.65 | 1,756.03 | 38,622.52 | 14,136,886 | 137,693,439.44 |

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1894—Continued.

| States and Territories. | Domestic money orders repaid. | | Postal notes paid. | | International orders paid. | | International orders repaid. | |
|-------------------------|-------------------------------|--------------|--------------------|---------------|----------------------------|--------------|------------------------------|-----------|
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| Alabama..... | 1,922 | \$14,722.28 | 37,681 | \$68,021.71 | 394 | \$9,498.40 | 10 | \$84.34 |
| Alaska..... | 42 | 953.86 | 77 | 155.79 | 11 | 329.22 | | |
| Arizona..... | 447 | 10,150.63 | 4,542 | 9,051.98 | 142 | 4,733.67 | 5 | 23.32 |
| Arkansas..... | 1,830 | 15,939.86 | 34,234 | 62,643.75 | 277 | 9,072.87 | 11 | 242.97 |
| California..... | 4,647 | 57,554.20 | 248,307 | 490,227.83 | 15,605 | 847,828.49 | 222 | 2,779.90 |
| Colorado..... | 2,571 | 63,736.79 | 74,463 | 127,170.79 | 4,309 | 108,989.49 | 74 | 2,107.28 |
| Connecticut..... | 904 | 8,519.80 | 97,272 | 166,374.22 | 7,005 | 119,341.88 | 95 | 1,225.87 |
| Delaware..... | 111 | 1,018.14 | 6,953 | 12,918.29 | 277 | 5,460.90 | 5 | 25.59 |
| Dist. of Columbia..... | 476 | 6,189.97 | 65,796 | 89,515.92 | 5,730 | 43,618.57 | 30 | 595.34 |
| Florida..... | 1,410 | 12,661.29 | 35,923 | 62,269.67 | 804 | 22,850.15 | 9 | 42.42 |
| Georgia..... | 1,993 | 15,205.00 | 109,825 | 188,995.46 | 511 | 10,373.91 | 8 | 113.24 |
| Idaho..... | 467 | 8,180.00 | 6,934 | 13,099.12 | 252 | 9,502.66 | 7 | 91.70 |
| Illinois..... | 7,569 | 72,600.19 | 1,060,258 | 1,639,318.36 | 41,950 | 789,482.24 | 329 | 3,479.66 |
| Indiana..... | 3,689 | 29,200.90 | 199,180 | 338,464.62 | 4,160 | 89,345.18 | 54 | 559.84 |
| Indian Territory..... | 503 | 4,665.52 | 6,509 | 10,296.47 | 79 | 2,345.16 | 3 | 22.99 |
| Iowa..... | 4,833 | 35,421.17 | 271,524 | 461,495.08 | 4,881 | 126,943.73 | 54 | 269.65 |
| Kansas..... | 4,693 | 43,169.86 | 171,199 | 286,253.38 | 2,108 | 67,559.00 | 36 | 452.62 |
| Kentucky..... | 1,538 | 12,794.41 | 65,284 | 109,097.99 | 1,070 | 26,127.95 | 12 | 241.54 |
| Louisiana..... | 1,328 | 13,936.47 | 42,099 | 76,572.31 | 1,454 | 41,191.68 | 33 | 635.62 |
| Maine..... | 770 | 7,757.62 | 96,843 | 124,665.22 | 3,652 | 47,839.57 | 29 | 264.61 |
| Maryland..... | 618 | 6,525.48 | 73,212 | 138,792.00 | 2,959 | 60,995.14 | 36 | 374.96 |
| Massachusetts..... | 2,504 | 26,252.82 | 500,337 | 799,758.24 | 34,764 | 467,232.18 | 395 | 5,653.52 |
| Michigan..... | 4,829 | 36,933.81 | 288,001 | 444,605.80 | 16,112 | 292,526.01 | 119 | 1,088.91 |
| Minnesota..... | 2,630 | 24,405.18 | 181,693 | 306,028.32 | 9,135 | 270,286.32 | 70 | 504.74 |
| Mississippi..... | 1,869 | 13,427.68 | 31,647 | 59,081.67 | 118 | 3,283.59 | 6 | 113.49 |
| Missouri..... | 4,840 | 40,484.09 | 474,171 | 761,776.78 | 6,214 | 134,900.27 | 63 | 1,002.37 |
| Montana..... | 867 | 12,556.44 | 17,197 | 31,565.77 | 1,367 | 41,141.85 | 58 | 1,525.64 |
| Nebraska..... | 2,525 | 21,684.78 | 157,417 | 261,061.72 | 2,491 | 85,730.49 | 20 | 118.31 |
| Nevada..... | 154 | 2,687.12 | 3,209 | 7,085.65 | 138 | 4,165.30 | 4 | 26.83 |
| New Hampshire..... | 407 | 3,361.17 | 40,377 | 67,117.58 | 1,709 | 27,249.65 | 31 | 338.51 |
| New Jersey..... | 1,081 | 11,518.67 | 84,527 | 141,487.62 | 11,103 | 234,480.00 | 150 | 1,639.14 |
| New Mexico..... | 415 | 5,481.43 | 6,107 | 12,171.17 | 198 | 6,200.18 | 5 | 75.24 |
| New York..... | 7,418 | 80,736.75 | 1,368,826 | 2,110,210.22 | 106,627 | 1,538,765.26 | 756 | 9,324.10 |
| North Carolina..... | 1,269 | 9,579.70 | 44,789 | 82,611.28 | 226 | 5,018.49 | 8 | 93.15 |
| North Dakota..... | 516 | 4,085.27 | 15,572 | 26,162.57 | 1,010 | 30,250.56 | 17 | 150.06 |
| Ohio..... | 5,219 | 46,294.50 | 541,970 | 847,168.99 | 15,348 | 290,365.95 | 152 | 1,852.01 |
| Oklahoma..... | 537 | 6,110.12 | 8,206 | 14,473.19 | 175 | 7,375.22 | | |
| Oregon..... | 1,133 | 14,541.28 | 50,039 | 93,780.91 | 2,640 | 69,043.48 | 28 | 264.03 |
| Pennsylvania..... | 6,031 | 57,588.28 | 595,420 | 972,496.28 | 30,068 | 520,938.48 | 284 | 2,969.04 |
| Rhode Island..... | 547 | 5,351.44 | 20,559 | 36,704.23 | 3,047 | 51,449.81 | 52 | 947.74 |
| South Carolina..... | 981 | 6,158.54 | 28,558 | 51,028.78 | 158 | 2,719.91 | 13 | 182.42 |
| South Dakota..... | 966 | 8,793.14 | 32,506 | 59,101.05 | 1,311 | 34,990.42 | 7 | 133.04 |
| Tennessee..... | 1,527 | 12,959.49 | 84,273 | 136,084.67 | 616 | 13,728.68 | 14 | 123.51 |
| Texas..... | 6,185 | 57,296.50 | 155,908 | 261,856.84 | 2,347 | 73,778.92 | 59 | 892.08 |
| Utah..... | 411 | 4,685.11 | 14,501 | 29,188.59 | 831 | 21,979.16 | 26 | 445.51 |
| Vermont..... | 407 | 3,446.43 | 21,789 | 40,993.40 | 953 | 15,948.09 | 19 | 222.74 |
| Virginia..... | 1,297 | 11,811.97 | 60,844 | 115,347.68 | 1,105 | 21,168.61 | 8 | 24.30 |
| Washington..... | 1,916 | 25,215.73 | 46,970 | 85,839.00 | 5,544 | 126,162.04 | 57 | 574.01 |
| West Virginia..... | 623 | 5,010.03 | 21,390 | 39,669.19 | 396 | 11,087.98 | 4 | 134.87 |
| Wisconsin..... | 3,080 | 27,523.80 | 151,696 | 267,769.86 | 7,556 | 219,138.02 | 90 | 859.98 |
| Wyoming..... | 272 | 3,804.88 | 4,022 | 7,231.72 | 177 | 4,879.21 | 5 | 86.00 |
| Total..... | 104,843 | 1,031,789.85 | 7,762,654 | 12,644,844.70 | 361,180 | 6,568,493.78 | 3,581 | 44,998.75 |

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1894—Continued.

| States and Territories. | Foreign exchange pur- chased. | Drafts paid by postmaster at New York, N. Y. | Deposited with assistant treasurers at New York, N. Y., and Chi- cago, Ill. | Deposited on account of revenue. | Deposited at first-class offices. |
|----------------------------|-------------------------------------|---|--|--|---|
| Alabama | | | | | \$2, 558, 469. 81 |
| Alaska | | | | | 62, 500. 91 |
| Arizona | | | | | 717, 950. 10 |
| Arkansas | | | | | 1, 763, 283. 61 |
| California | | | | | 6, 908, 805. 37 |
| Colorado | | | | | 2, 668, 879. 78 |
| Connecticut | | | | | 1, 392, 122. 81 |
| Delaware | | | | | 119, 351. 00 |
| District of Columbia | | | | | 920, 461. 66 |
| Florida | | | | | 1, 185, 157. 27 |
| Georgia | | | | | 1, 948, 438. 22 |
| Idaho | | | | | 913, 663. 47 |
| Illinois | | | \$548, 000. 00 | | 6, 188, 159. 75 |
| Indiana | | | | | 4, 036, 805. 02 |
| Indian Territory | | | | | 402, 539. 17 |
| Iowa | | | | | 5, 108, 227. 85 |
| Kansas | | | | | 3, 450, 797. 89 |
| Kentucky | | | | | 1, 040, 598. 49 |
| Louisiana | | | | | 3, 165, 907. 03 |
| Maine | | | | | 1, 593, 642. 92 |
| Maryland | | | | | 689, 606. 97 |
| Massachusetts | | | | | 3, 789, 843. 71 |
| Michigan | | | | | 4, 180, 343. 20 |
| Minnesota | | | | | 2, 812, 158. 57 |
| Mississippi | | | | | 2, 126, 233. 20 |
| Missouri | | | | | 4, 356, 254. 01 |
| Montana | | | | | 2, 276, 292. 46 |
| Nebraska | | | | | 2, 563, 489. 95 |
| Nevada | | | | | 261, 050. 00 |
| New Hampshire | | | | | 539, 177. 58 |
| New Jersey | | | | | 1, 534, 479. 62 |
| New Mexico | | | | | 782, 210. 56 |
| New York | \$7, 398, 954. 20 | \$12, 205, 755. 46 | 7, 431, 637. 53 | \$976, 579. 69 | 8, 998, 275. 99 |
| North Carolina | | | | | 1, 549, 946. 26 |
| North Dakota | | | | | 859, 811. 54 |
| Ohio | | | | | 5, 101, 157. 39 |
| Oklahoma | | | | | 308, 526. 55 |
| Oregon | | | | | 2, 537, 532. 89 |
| Pennsylvania | | | | | 7, 909, 544. 75 |
| Rhode Island | | | | | 608, 275. 00 |
| South Carolina | | | | | 1, 227, 413. 54 |
| South Dakota | | | | | 1, 550, 392. 15 |
| Tennessee | | | | | 1, 437, 720. 67 |
| Texas | | | | | 8, 145, 884. 76 |
| Utah | | | | | 754, 729. 70 |
| Vermont | | | | | 600, 364. 65 |
| Virginia | | | | | 1, 822, 803. 77 |
| Washington | | | | | 1, 822, 836. 06 |
| West Virginia | | | | | 826, 933. 25 |
| Wisconsin | | | | | 4, 133, 640. 39 |
| Wyoming | | | | | 508, 248. 58 |
| Total | 7, 398, 954. 20 | 12, 205, 755. 46 | 7, 979, 637. 53 | 976, 579. 69 | 122, 518, 839. 85 |

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1894—Continued.

| States and Territories. | Transferred to postage fund. | Loss. | Expense. | Commissions on money orders. | Commissions on postal notes. | Balance due the United States. | Balance due postmasters last year. |
|---------------------------|------------------------------|-----------|------------|------------------------------|------------------------------|--------------------------------|------------------------------------|
| Alabama..... | \$914.15 | \$51.00 | \$500.13 | \$8,367.53 | \$636.36 | \$46,206.45 | \$131.52 |
| Alaska..... | 438.66 | | | 110.21 | 12.09 | 5,333.59 | |
| Arizona..... | | 111.00 | | 1,763.02 | 178.88 | 15,207.62 | |
| Arkansas..... | 893.87 | 257.93 | 368.30 | 7,263.49 | 770.05 | 25,733.03 | 352.83 |
| California..... | 1,156.43 | 328.24 | 4,068.50 | 14,824.70 | 2,192.83 | 170,172.01 | 1,300.85 |
| Colorado..... | 5,047.81 | 250.17 | 6.35 | 7,678.62 | 899.71 | 61,061.60 | 317.61 |
| Connecticut..... | 384.72 | 10.93 | 916.47 | 4,012.43 | 681.80 | 29,317.28 | 67.62 |
| Delaware..... | 292.79 | | | 610.39 | 129.20 | 3,554.49 | 14.85 |
| District of Columbia..... | 5.00 | | 10,959.91 | 39.30 | 6.07 | 262.53 | |
| Florida..... | 480.45 | 38. | 4.27 | 6,146.63 | 806.37 | 35,939.13 | 659.61 |
| Georgia..... | 1,194.38 | 34.40 | 56.90 | 8,448.68 | 1,176.67 | 37,218.53 | 300.70 |
| Idaho..... | 10,181.96 | 9,755.21 | 3.47 | 2,512.30 | 257.46 | 32,614.81 | 618.73 |
| Illinois..... | 23,399.52 | 20,693.94 | 3,305.15 | 31,740.38 | 4,577.31 | 158,316.60 | 1,843.71 |
| Indiana..... | 1,099.64 | 322.61 | 5.00 | 20,087.62 | 2,360.36 | 77,926.05 | 706.81 |
| Indian Territory..... | 18.45 | 85.00 | | 2,349.93 | 303.14 | 8,121.96 | 97.40 |
| Iowa..... | 910.59 | 756.52 | 14.15 | 25,929.04 | 4,839.27 | 87,924.45 | 975.51 |
| Kansas..... | 4,484.93 | 438.26 | 181.87 | 21,541.39 | 3,556.05 | 53,069.67 | 661.60 |
| Kentucky..... | 382.94 | 66.02 | 3.75 | 5,782.03 | 754.76 | 28,970.11 | 315.90 |
| Louisiana..... | 519.53 | 744.08 | .30 | 5,960.63 | 419.84 | 61,279.68 | 600.23 |
| Maine..... | 617.92 | 79.22 | 3.65 | 5,476.13 | 894.22 | 34,847.59 | 259.29 |
| Maryland..... | 305.94 | 44.55 | 2,810.46 | 2,431.09 | 453.03 | 17,679.67 | 99.51 |
| Massachusetts..... | 1,260.68 | 78.99 | 2,821.50 | 8,213.63 | 1,296.81 | 90,873.16 | 229.78 |
| Michigan..... | 3,333.43 | 3.22 | 5.80 | 21,054.84 | 2,867.42 | 78,988.21 | 859.44 |
| Minnesota..... | 935.37 | 172.39 | 32.23 | 11,692.84 | 1,692.64 | 51,842.87 | 518.72 |
| Mississippi..... | 274.40 | 610.15 | 12.15 | 9,436.49 | 806.73 | 31,024.71 | 240.94 |
| Missouri..... | 886.75 | 779.32 | 5,724.55 | 17,362.11 | 2,684.45 | 80,539.98 | 618.24 |
| Montana..... | 5,108.19 | 70.00 | 6,066.65 | 8,138.17 | 414.92 | 65,667.40 | 140.17 |
| Nebraska..... | 580.32 | 18.65 | 2.40 | 12,046.64 | 2,559.26 | 48,608.11 | 490.25 |
| Nevada..... | | | | 1,171.08 | 118.10 | 7,563.52 | .66 |
| New Hampshire..... | 545.62 | 42.48 | 4.45 | 2,930.93 | 578.88 | 13,233.58 | 222.91 |
| New Jersey..... | 1,847.84 | 256.45 | 660.35 | 4,433.25 | 681.63 | 36,826.48 | 180.12 |
| New Mexico..... | 22.00 | | | 1,705.33 | 222.97 | 28,055.61 | 41.83 |
| New York..... | 1,762,099.68 | 1,218.57 | 41,246.20 | 26,013.66 | 3,615.12 | 254,680.24 | 1,674.32 |
| North Carolina..... | 701.19 | 804.27 | 106.62 | 7,355.30 | 875.43 | 26,785.95 | 301.20 |
| North Dakota..... | 5,288.72 | | 5.37 | 2,634.95 | 554.00 | 17,791.51 | 24.89 |
| Ohio..... | 600.84 | 359.10 | 2,963.35 | 25,945.28 | 3,441.71 | 96,834.93 | 1,064.65 |
| Oklahoma..... | 28.00 | | | 1,732.28 | 214.54 | 9,402.71 | 283.98 |
| Oregon..... | 203.78 | 11.04 | 13.38 | 5,514.86 | 733.15 | 79,576.90 | 374.10 |
| Pennsylvania..... | 1,466.50 | 691.79 | 41,248.17 | 24,558.28 | 3,633.98 | 144,859.25 | 1,329.46 |
| Rhode Island..... | 36.20 | | 3.00 | 816.09 | 105.71 | 12,165.84 | 76.59 |
| South Carolina..... | 224.73 | 61.09 | 26.60 | 4,913.37 | 522.00 | 22,916.78 | 557.97 |
| South Dakota..... | 125.98 | 42.31 | 7.85 | 4,963.77 | 934.43 | 28,519.03 | 287.02 |
| Tennessee..... | 139.00 | 35.00 | 4,357.09 | 6,312.98 | 592.35 | 36,330.72 | 410.52 |
| Texas..... | 610.83 | 2,092.20 | 255.80 | 25,000.17 | 3,539.17 | 116,354.71 | 501.00 |
| Utah..... | | .93 | .30 | 1,650.75 | 175.46 | 21,200.61 | 99.39 |
| Vermont..... | 173.43 | | | 2,907.61 | 489.66 | 14,636.99 | 197.70 |
| Virginia..... | 550.95 | 646.19 | 140.11 | 6,348.98 | 701.84 | 40,746.04 | 400.89 |
| Washington..... | 99.70 | 268.30 | 2.50 | 6,926.07 | 761.93 | 45,781.50 | 203.04 |
| West Virginia..... | 240.03 | | 243.19 | 3,517.23 | 570.47 | 18,894.25 | 66.11 |
| Wisconsin..... | 672.09 | 120.94 | 7.35 | 16,601.53 | 1,891.72 | 75,304.11 | 735.87 |
| Wyoming..... | 11.00 | | | 1,221.97 | 151.84 | 10,075.35 | .27 |
| Total..... | 1,840,886.88 | 42,412.84 | 128,765.59 | 451,327.31 | 62,333.79 | 2,598,837.90 | 21,546.31 |

No. 12.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1894.*

RECEIPTS.

| | | |
|--|---------------------|--------------------------|
| Balance in the hands of postmasters June 30, 1893..... | | \$2, 496, 634. 00 |
| Amount received for domestic money orders issued..... | \$138, 793, 579. 49 | |
| Amount received for postal notes issued..... | 12, 649, 094. 55 | |
| Amount received for international money orders issued..... | 13, 792, 455. 31 | |
| Total issued..... | | 165, 235, 129. 35 |
| Amount received for fees on domestic money orders issued..... | 1, 210, 582. 16 | |
| Amount received for fees on postal notes issued..... | 233, 503. 56 | |
| Amount received for fees on international money orders issued..... | 172, 718. 75 | |
| Total fees..... | | 1, 616, 804. 47 |
| Amount of foreign exchange received..... | 259, 877. 82 | |
| Amount of deposits received from postmasters..... | 122, 216, 693. 05 | |
| Amount of drafts drawn on postmasters at New York, N. Y..... | 12, 285, 645. 44 | |
| Amount of drafts drawn on assistant treasurer at New York, N. Y..... | 6, 867, 263. 69 | |
| Amount of drafts drawn on assistant treasurer at Chicago, Ill..... | 1, 680, 000. 00 | |
| Amount transferred from postal fund..... | 1, 509, 017. 65 | |
| Amount of gain..... | 1, 756. 03 | |
| Balance due postmasters June 30, 1894..... | 38, 622. 52 | |
| | | 144, 858, 876. 20 |
| Total receipts..... | | <u>314, 207, 444. 02</u> |

DISBURSEMENTS.

| | | |
|---|-------------------|--------------------------|
| Amount of domestic money orders paid..... | 137, 093, 459. 44 | |
| Amount of postal notes paid..... | 12, 644, 844. 79 | |
| Amount of international money orders paid..... | 6, 568, 493. 78 | |
| Total paid..... | | 156, 906, 778. 01 |
| Amount of domestic money orders repaid..... | 1, 031, 789. 85 | |
| Amount of international money orders repaid..... | 44, 998. 75 | |
| Total repaid..... | | 1, 076, 788. 60 |
| Amount of foreign exchange purchased..... | 7, 398, 954. 26 | |
| Amount of drafts paid by postmaster at New York, N. Y..... | 12, 205, 755. 46 | |
| Amount deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account..... | 7, 431, 637. 53 | |
| Amount deposited with assistant treasurer at Chicago, Ill., to credit of Postmaster-General on money-order account..... | 518, 000. 00 | |
| Amount deposited with assistant treasurer at New York, N. Y., to credit of the Treasurer of the United States for use of the Post-Office Department, being revenue on money-order account for year ended June 30, 1893..... | 976, 579. 69 | |
| Amount deposited at first-class offices..... | 122, 516, 839. 85 | |
| Amount transferred to postage fund..... | 1, 840, 886. 88 | |
| Amount of loss..... | 42, 412. 84 | |
| Amount of expense..... | 128, 765. 59 | |
| Amount paid for commissions on money orders..... | 451, 327. 31 | |
| Amount paid for commissions on postal notes..... | 62, 333. 79 | |
| Balance due postmasters June 30, 1893..... | 21, 546. 31 | |
| Balance in the hands of postmasters June 30, 1894..... | 2, 598, 837. 90 | |
| | | 150, 223, 877. 41 |
| Total disbursements..... | | <u>314, 207, 444. 02</u> |

No. 13.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1894.*

| | | |
|--|-------------------|-----------------|
| Amount transferred to money-order account..... | \$1, 509, 017. 65 | |
| Balance due postal account June 30, 1893..... | 1, 040, 171. 06 | |
| Total..... | | 2, 549, 188. 71 |
| Amount transferred from money-order account..... | 1, 840, 886. 88 | |
| Balance due postal account June 30, 1894..... | 708, 301. 83 | |
| Total..... | | 2, 549, 188. 71 |

No. 14.—*Statement showing the money-order transactions with the U. S. assistant treasurers at New York, N. Y., and Chicago, Ill., during the fiscal year ended June 30, 1894.*

| | | |
|--|-------------------|---------------------------|
| Balance in the hands of the assistant treasurer at New York, N. Y., June 30, 1893..... | \$3, 333, 580. 08 | |
| Amount deposited with the assistant treasurer | 7, 431, 637. 53 | |
| | | <u>\$10, 765, 217. 61</u> |
| Amount of drafts paid by the assistant treasurer | 6, 867, 263. 69 | |
| Amount transferred to the assistant treasurer at Chicago, Ill. | 1, 760, 000. 00 | |
| Amount of Postmaster-General's check in favor of the Treasurer of the United States for the services of the Post-Office Department; being a payment into the Treasury on account of the unpaid money orders and postal-notes | 1, 250, 000. 00 | |
| Balance in the hands of the assistant treasurer at New York, N. Y., June 30, 1894 | 887, 953. 92 | |
| | | <u>10, 765, 217. 61</u> |
| Amount deposited with the assistant treasurer at Chicago, Ill. | 548, 000. 00 | |
| Amount transferred from the assistant treasurer at New York, N. Y. | 1, 760, 000. 00 | |
| | | <u>2, 308, 000. 00</u> |
| Amount of drafts paid by the assistant treasurer | 1, 680, 000. 00 | |
| Balance in the hands of the assistant treasurer at Chicago, Ill., June 30, 1894 | 628, 000. 00 | |
| | | <u>2, 308, 000. 00</u> |

No. 15.—*Statement showing the revenue which accrued on money-order and postal-note transactions during the fiscal year ended June 30, 1894.*

DOMESTIC.

| | | |
|--|-------------------|--------------------------|
| Amount received for fees on orders issued..... | \$1, 210, 582. 16 | |
| Amount of gain..... | 1, 756. 03 | |
| | | <u>\$1, 212, 338. 19</u> |
| Amount allowed postmasters: | | |
| For commissions | 440, 901. 45 | |
| For incidental expenses | 97, 372. 93 | |
| For lost remittances and burglaries..... | 10, 522. 07 | |
| For bad debts..... | 31, 890. 77 | |
| | | <u>580, 687. 22</u> |
| Net revenue..... | | <u>625, 590. 97</u> |
| | | <u>1, 212, 338. 19</u> |

POSTAL NOTE.

| | | |
|--|---------------|---------------------|
| Amount received for fees on postal notes issued..... | | 233, 503. 56 |
| Amount allowed postmasters: | | |
| For commissions | \$62, 333. 79 | |
| For incidental expenses | 25, 089. 37 | |
| | | <u>87, 423. 16</u> |
| Net revenue | | <u>146, 080. 40</u> |
| | | <u>233, 503. 56</u> |

INTERNATIONAL.

| | | |
|--|----------------|-----------------------|
| Amount received for fees on orders issued..... | \$172, 718. 75 | |
| Amount of gain on exchange..... | 62, 335. 30 | |
| | | <u>\$235, 054. 14</u> |
| Amount allowed postmasters: | | |
| For commissions | 4, 365. 80 | |
| For incidental expenses | 6, 303. 29 | |
| | | <u>10, 669. 15</u> |
| Amount allowed foreign countries: | | |
| For excess of commissions..... | 33, 638. 90 | |
| For incidental expenses..... | 76. 14 | |
| | | <u>35, 715. 10</u> |
| Net revenue..... | | <u>188, 669. 89</u> |
| | | <u>235, 054. 14</u> |

No. 16.—*Recapitulation of net revenue.*

| | |
|--|---------------------|
| Revenue on domestic money-order transactions..... | 625, 590. 97 |
| Revenue on postal-note transactions..... | 146, 080. 40 |
| Revenue on international-money order transactions..... | 188, 669. 89 |
| Total revenue..... | <u>960, 341. 26</u> |

No. 17.—Statement of assets and liabilities, June 30, 1894.

ASSETS.

| | |
|---|-----------------------|
| Amount in the hands of the United States assistant treasurer at New York, N. Y., June 30, 1894..... | \$887,953.92 |
| Amount in the hands of the United States assistant treasurer at Chicago, Ill., June 30, 1894..... | 628,000.00 |
| Balance in the hands of postmasters, June 30, 1894..... | 2,598,837.90 |
| Total..... | <u>\$4,114,791.82</u> |

LIABILITIES.

| | |
|--|---------------------|
| Amount due postal account, being balance on transfers, June 30, 1894..... | 708,301.83 |
| Amount due Post-Office Department, being the revenue on money-order account for the quarter ended June 30, 1894..... | 201,445.49 |
| Unpaid domestic money orders..... | \$2,050,088.36 |
| Less amount paid into the Treasury on account of unpaid money orders..... | 1,250,000.00 |
| Unpaid postal notes..... | 800,088.36 |
| Unpaid international money orders, outstanding certificates of deposit, and balances of unadjusted international accounts..... | 404,015.52 |
| Balance due postmasters, June 30, 1894..... | 1,962,318.10 |
| Total..... | <u>4,114,791.82</u> |

No. 18.—Statement showing the principal international money-order transactions during the fiscal year ending June 30, 1894.

| Nationalities. | Number. | Value. | Increase. | Decrease. |
|--|---------|----------------|------------|--------------|
| <i>International lists of orders of United States issue received, examined, registered, and checked.</i> | | | | |
| Canada..... | 396 | \$1,465,303.10 | | \$192,001.24 |
| Great Britain..... | 234 | 4,889,129.64 | | 863,377.25 |
| Germany..... | 220 | 2,931,706.92 | | 533,517.33 |
| Switzerland..... | 191 | 263,010.65 | | 38,729.04 |
| Italy..... | 194 | 787,656.71 | | 534,352.84 |
| France..... | 12 | 359,581.82 | | 42,691.76 |
| Jamaica..... | 65 | 5,148.95 | \$468.10 | |
| New Zealand..... | 28 | 19,653.51 | 444.55 | |
| New South Wales..... | 26 | 31,836.08 | 5,535.83 | |
| Victoria..... | 42 | 25,971.59 | 7,530.81 | |
| Belgium..... | 187 | 130,726.59 | | 27,093.29 |
| Portugal..... | 209 | 12,336.21 | | 7,091.43 |
| Sweden..... | 205 | 1,257,036.44 | | 157,995.69 |
| Tasmania..... | 24 | 1,260.59 | | 1,849.21 |
| Windward Islands..... | 41 | 11,153.85 | 583.42 | |
| Cape Colony..... | 83 | 3,975.09 | 1,635.22 | |
| Hawaiian Islands..... | 97 | 12,780.48 | 928.34 | |
| Queensland..... | 27 | 4,508.41 | 1,091.33 | |
| Japan..... | 43 | 97,164.09 | 8,654.75 | |
| Leeward Islands..... | 33 | 3,911.94 | 247.87 | |
| Norway..... | 210 | 549,149.60 | | 69,767.66 |
| Netherlands..... | 185 | 49,489.51 | | 7,689.47 |
| Denmark..... | 201 | 205,764.27 | | 23,258.54 |
| Newfoundland..... | 56 | 32,700.82 | | 11,145.92 |
| Bahamas..... | 36 | 1,811.31 | 236.06 | |
| Trinidad and Tobago..... | 29 | 2,975.69 | 1,407.64 | |
| Austria..... | 191 | 520,831.96 | | 73,569.09 |
| Hungary..... | 187 | 145,772.70 | | 13,254.28 |
| British Guiana..... | 83 | 1,113.66 | | 134.85 |
| Luxemburg..... | 176 | 25,684.76 | 9,729.80 | |
| South Australia..... | 13 | 1,892.64 | 997.51 | |
| Bermuda..... | 33 | 2,887.70 | 570.85 | |
| Salvador..... | 34 | 20.00 | 20.00 | |
| Total..... | 3 741 | 13,863,427.37 | 40,086.08 | 2,597,520.77 |
| <i>International lists of orders of foreign issue received, examined, registered, and checked.</i> | | | | |
| Canada..... | 896 | 1,651,329.82 | 176,036.49 | |
| Great Britain..... | 460 | 1,321,161.50 | 363,832.11 | |
| Germany..... | 134 | 1,898,988.34 | 297,031.75 | |
| Switzerland..... | 268 | 133,115.87 | 40,100.61 | |
| Italy..... | 104 | 63,230.81 | | 1,264.96 |
| France..... | 12 | 153,404.55 | 25,856.81 | |
| Jamaica..... | 84 | 39,688.49 | 6,268.82 | |
| New Zealand..... | 49 | 33,226.95 | | 4,130.75 |

No. 18.—Statement showing the principal international money-order transactions during the fiscal year ending June 30, 1894—Continued.

| Nationalities. | Number. | Value. | Increase. | Decrease. |
|--|---------|---------------|--------------|--------------|
| <i>International lists of orders of foreign issue received, examined, registered, and checked—Continued.</i> | | | | |
| New South Wales | 50 | \$28,193.90 | | \$3,010.14 |
| Victoria | 52 | 30,617.83 | | 1,819.31 |
| Belgium | 105 | 81,366.12 | \$20,834.56 | |
| Portugal | 100 | 450.70 | 450.70 | |
| Sweden | 373 | 302,985.05 | 118,199.79 | |
| Tasmania | 29 | 2,971.40 | 374.20 | |
| Windward Islands | 82 | 52,576.46 | 18,180.47 | |
| Cape Colony | 55 | 17,906.57 | 6,567.47 | |
| Hawaiian Islands | 158 | 49,751.93 | 3,217.80 | |
| Queensland | 47 | 9,628.63 | | 1,158.15 |
| Japan | 53 | 16,445.23 | 1,148.78 | |
| Leeward Islands | 39 | 54,946.23 | 531.66 | |
| Norway | 363 | 100,961.03 | 53,293.26 | |
| Netherlands | 195 | 48,586.18 | 16,081.25 | |
| Denmark | 384 | 98,058.72 | 22,535.90 | |
| Newfoundland | 56 | 99,852.95 | | 5,665.88 |
| Bahamas | 38 | 5,302.49 | 666.60 | |
| Trinidad and Tobago | 23 | 7,997.95 | | 721.17 |
| Austria | 366 | 219,698.83 | 62,533.74 | |
| Hungary | 219 | 130,462.86 | 65,475.20 | |
| British Guiana | 33 | 5,749.92 | 1,920.25 | |
| Luxemburg | 106 | 22,667.23 | 10,775.26 | |
| South Australia | 15 | 4,919.95 | 3,818.19 | |
| Bermuda | 33 | 2,446.19 | 1,509.17 | |
| Salvador | 35 | 3,305.01 | 3,335.01 | |
| Total | 4,516 | 6,689,494.69 | 1,320,045.85 | 17,770.38 |
| <i>International accounts received, examined, registered, and adjusted.</i> | | | | |
| Canada | 3 | 2,427,682.35 | | 733,547.37 |
| Great Britain | 12 | 6,266,308.60 | | 500,084.69 |
| Germany | 4 | 4,868,051.34 | | 239,507.25 |
| Switzerland | 4 | 398,726.76 | | 111.85 |
| Italy | 4 | 858,004.85 | | 539,380.82 |
| France | 4 | 519,772.36 | | 17,423.40 |
| Jamaica | 4 | 44,681.63 | 6,903.81 | |
| New Zealand | 3 | 39,087.13 | | 28,824.28 |
| New South Wales | 3 | 45,363.53 | | 31,092.24 |
| Victoria | 4 | 57,847.69 | 6,176.52 | |
| Belgium | 4 | 214,742.83 | | 5,413.36 |
| Portugal | 3 | 9,986.73 | | 9,692.47 |
| Sweden | 4 | 1,560,829.22 | | 40,337.54 |
| Tasmania | 3 | 3,007.95 | | 3,685.86 |
| Windward Islands | 4 | 64,155.47 | 18,854.40 | |
| Cape Colony | 1 | 5,065.20 | | 8,818.35 |
| Hawaiian Islands | 4 | 63,239.75 | 4,240.52 | |
| Queensland | 4 | 16,240.55 | 2,459.44 | |
| Japan | 3 | 81,634.31 | | 22,833.96 |
| Leeward Islands | 3 | 44,874.95 | | 13,527.73 |
| Norway | 4 | 654,084.54 | | 16,496.10 |
| Netherlands | 4 | 99,243.03 | 8,764.53 | |
| Denmark | 4 | 304,116.94 | 69.54 | |
| Newfoundland | 4 | 133,444.14 | | 16,859.71 |
| Bahamas | 4 | 7,198.05 | 936.53 | |
| Trinidad and Tobago | 4 | 11,300.33 | | 1,830.63 |
| Austria-Hungary | 3 | 783,462.40 | | 400,961.15 |
| British Guiana | 4 | 6,980.71 | 1,813.96 | |
| Luxemburg | 4 | 48,633.16 | 20,647.85 | |
| South Australia | 3 | 4,516.02 | 3,011.61 | |
| Bermuda | 4 | 5,370.05 | 2,049.91 | |
| Salvador | 2 | 1,891.49 | 1,891.49 | |
| Total | 122 | 19,659,343.96 | 77,820.11 | 2,630,448.76 |

No. 19.—Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to European countries, including India, Turkey in Asia, and South Africa, during the fiscal year ending June 30, 1894.

| Steamship lines. | England. | | Austria. | | Belgium. | |
|------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Letters. | Prints. | Letters. | Prints. | Letters. | Prints. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| North German Lloyd | 29,557.628 | 195,986.994 | 6,229.060 | 15,806.455 | 1,045.219 | 6,125.085 |
| Cunard, Limited, New York | 46,912.376 | 274,789.244 | 6,289.805 | 17,462.575 | 1,424.005 | 6,841.912 |
| White Star | 19,289.346 | 86,012.212 | 1,543.880 | 2,892.945 | 308.730 | 1,085.535 |
| International Navigation Co. | 19,100.006 | 103,807.684 | 3,186.835 | 6,155.622 | 601.940 | 2,460.434 |
| Hamburg-American | 10,302.546 | 63,855.997 | 2,058.839 | 4,639.440 | 397.571 | 1,683.360 |
| Liverpool and Great Western | 1,212.392 | 7,463.719 | 193.840 | 606.725 | 36.776 | 236.511 |
| Cunard, Limited, Boston | 572.729 | 3,786.519 | | | 4.685 | 41.835 |
| Anchor | 14.350 | 8.830 | | | | |
| Red Star | | | | | 13.890 | 5.723 |
| American | 511 | 556 | | | | |
| Total | 126,961.884 | 735,211.255 | 19,501.239 | 47,623.762 | 3,832.816 | 18,490.394 |
| Increase | | | | 1,269.082 | 262.704 | 487.697 |
| Decrease | 3,050.269 | 13,038.666 | 520.981 | | | |

| Steamship lines. | Denmark. | | France. | | Germany. | |
|------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Letters. | Prints. | Letters. | Prints. | Letters. | Prints. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| North German Lloyd | 2,175.779 | 7,765.420 | 4,536.281 | 35,726.473 | 33,946.480 | 188,009.892 |
| Cunard, Limited, New York | 2,010.144 | 6,002.631 | 963.644 | 3,572.165 | 14,247.514 | 61,115.802 |
| White Star | 357.258 | 1,018.258 | 1,702.849 | 7,411.049 | 4,771.035 | 20,669.367 |
| International Navigation Co. | 715.775 | 1,801.281 | 2,772.505 | 14,214.284 | 7,375.583 | 30,307.596 |
| Hamburg-American | 635.801 | 1,476.135 | 1,611.709 | 9,639.870 | 7,493.939 | 32,665.705 |
| General Transatlantic | | | 9,866.513 | 50,035.240 | | |
| Liverpool and Great Western | 65.772 | 287.737 | 89.000 | 434.874 | 274.455 | 1,544.385 |
| Cunard, Limited, Boston | | | 34.517 | 342.456 | 92.069 | 650.555 |
| Total | 5,960.529 | 18,436.462 | 21,577.618 | 121,376.851 | 68,201.075 | 332,963.302 |
| Increase | 15.890 | 1,099.504 | | 1,207.855 | | 15,403.788 |
| Decrease | | | 1,074.424 | | 126.730 | |

| Steamship lines. | India. | | Italy. | | Netherlands. | |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Letters. | Prints. | Letters. | Prints. | Letters. | Prints. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| North German Lloyd | 344.664 | 7,958.025 | 6,577.374 | 11,156.283 | 1,478.605 | 6,048.277 |
| Cunard, Limited, New York | 38.120 | 745.535 | 413.003 | 1,023.905 | 1,956.920 | 7,873.955 |
| White Star | 112.910 | 2,074.135 | 2,214.605 | 3,212.306 | 385.270 | 1,112.495 |
| International Navigation Co. | 206.835 | 4,058.879 | 4,117.394 | 6,240.994 | 819.910 | 2,651.377 |
| Hamburg-American | 150.520 | 3,690.930 | 2,870.794 | 4,494.718 | 571.920 | 1,999.425 |
| General Transatlantic | 446.320 | 14,024.730 | 8,371.024 | 16,776.986 | | |
| Liverpool and Great Western | 4.696 | 115.425 | 98.985 | 172.140 | 46.835 | 261.290 |
| Cunard, Limited, Boston | | | 12.869 | 50.810 | | |
| Netherlands Steam Navigation Co. | | | | | 7.955 | 27.050 |
| Total | 1,304.059 | 32,667.649 | 24,676.048 | 43,128.142 | 5,270.415 | 19,973.869 |
| Increase | 187.189 | 3,363.744 | 995.533 | 1,193.222 | 330.245 | 1,763.995 |

| Steamship lines. | Norway. | | Portugal. | | Russia. | |
|------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Letters. | Prints. | Letters. | Prints. | Letters. | Prints. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| North German Lloyd | 8,802.810 | 10,437.125 | 534.465 | 1,263.080 | 5,684.525 | 10,001.235 |
| Cunard, Limited, New York | 3,612.257 | 11,495.881 | 23.875 | 35.225 | 5,550.090 | 10,582.915 |
| White Star | 632.245 | 1,574.501 | 144.610 | 311.220 | 1,289.465 | 1,552.570 |
| International Navigation Co. | 1,171.057 | 2,816.417 | 195.440 | 505.878 | 2,433.960 | 2,809.345 |
| Hamburg-American | 1,138.281 | 2,258.688 | 143.240 | 312.020 | 1,860.000 | 2,171.230 |
| General Transatlantic | | | 487.870 | 1,648.940 | | |
| Liverpool and Great Western | 126.212 | 784.485 | 8.720 | 19.200 | 183.085 | 429.065 |
| Thingvalla | 1.255 | | | | | |
| Total | 10,484.117 | 35,316.627 | 1,517.720 | 4,093.563 | 17,001.755 | 27,546.360 |
| Increase | | 4,403.098 | 127.640 | 89.338 | | 3,760.550 |
| Decrease | 44.637 | | | | 712.930 | |

No. 19.—Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to European countries, etc.—Continued.

| Steamship lines. | Spain. | | Sweden. | | Switzerland. | |
|-----------------------------------|-----------|------------|------------|------------|--------------|------------|
| | Letters. | Prints. | Letters. | Prints. | Letters. | Prints. |
| | Grams. | Grams. | Grams. | Grams. | Grams. | Grams. |
| North German Lloyd | 711.495 | 5,957.610 | 8,073.838 | 44,126.220 | 1,773.400 | 10,611.060 |
| Cunard, Limited, New York | 51.025 | 233.730 | 7,517.410 | 27,272.715 | 315.970 | 1,195.365 |
| White Star | 169.640 | 972.155 | 1,528.786 | 4,509.717 | 478.020 | 2,418.525 |
| International Navigation Co. | 229.235 | 2,159.160 | 2,751.027 | 7,999.170 | 918.530 | 4,493.175 |
| Hamburg-American | 228.615 | 1,671.050 | 2,495.013 | 6,695.166 | 594.125 | 3,356.090 |
| General Transatlantic | 897.190 | 8,797.520 | | | 2,494.675 | 13,969.685 |
| Liverpool and Great Western | 23.430 | 58.155 | 266.280 | 1,264.936 | 31.405 | 178.110 |
| Total | 2,380.650 | 19,849.380 | 22,632.943 | 91,867.930 | 6,606.125 | 36,212.010 |
| Increase | 117.655 | 897.815 | | 8,095.728 | 188.780 | 1,739.555 |
| Decrease | | | 906.484 | | | |

| Steamship lines. | Turkey. | | South Africa. | |
|-----------------------------------|-----------|-----------|---------------|-----------|
| | Letters. | Prints. | Letters. | Prints. |
| | Grams. | Grams. | Grams. | Grams. |
| North German Lloyd | 550.525 | 2,233.555 | 51.380 | 921.295 |
| Cunard, Limited, New York | 20.765 | 128.395 | 66.720 | 1,492.875 |
| White Star | 176.295 | 686.130 | 19.910 | 129.545 |
| International Navigation Co. | 332.190 | 1,291.479 | 31.590 | 293.090 |
| Hamburg-American | 214.235 | 749.600 | 19.935 | 255.895 |
| General Transatlantic | 730.535 | 3,369.606 | | |
| Liverpool and Great Western | 9.170 | 37.090 | | |
| Total | 2,033.715 | 8,475.849 | 189.535 | 3,092.700 |
| Increase | 27.715 | | | |
| Decrease | | 256.796 | | |

RECAPITULATION BY STEAMSHIP LINES.

| Steamship lines. | Letters. | Prints. |
|---------------------------------------|-------------|---------------|
| | Grams. | Grams. |
| | Grams. | Grams. |
| North German Lloyd | 107,073.528 | 564,134.090 |
| Cunard, Limited, New York | 91,416.143 | 431,954.325 |
| International Navigation Co. | 47,029.802 | 193,575.895 |
| White Star | 35,124.334 | 137,028.565 |
| Hamburg American | 32,787.783 | 141,674.819 |
| General Transatlantic | 23,294.127 | 108,610.701 |
| Liverpool and Great Western | 2,671.636 | 13,843.847 |
| Cunard, Limited, Boston | 716.809 | 4,872.215 |
| Anchor | 14.350 | 8.830 |
| Red Star | 13.890 | 5.722 |
| Netherlands Steam Navigation Co. | 7.955 | 27.050 |
| American | 511 | 056 |
| Thingvall | 1.255 | |
| Total | 340,152.243 | 1,596,336.115 |
| Increase | | 35,172.169 |
| Decrease | 3,993.577 | |

No. 19.—Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to European countries, etc.—Continued.

RECAPITULATION BY COUNTRIES.

| Countries. | Letters. | Prints. |
|-------------------|---------------|---------------|
| | <i>Grams.</i> | <i>Grams.</i> |
| England..... | 128,961.884 | 785,211.255 |
| Germany..... | 68,201.075 | 332,963.202 |
| Italy..... | 24,676.048 | 43,128.162 |
| Sweden..... | 22,632.943 | 91,667.930 |
| France..... | 21,577.618 | 121,376.851 |
| Austria..... | 19,501.220 | 47,633.762 |
| Russia..... | 17,001.755 | 27,546.360 |
| Norway..... | 10,484.117 | 35,316.627 |
| Switzerland..... | 6,606.125 | 36,212.010 |
| Denmark..... | 5,960.529 | 18,436.482 |
| Netherlands..... | 5,270.415 | 19,973.869 |
| Belgium..... | 3,832.816 | 18,490.394 |
| Spain..... | 2,380.650 | 19,849.380 |
| Turkey..... | 2,033.715 | 8,475.849 |
| Portugal..... | 1,537.720 | 4,093.563 |
| India..... | 1,304.059 | 32,667.659 |
| South Africa..... | 189.535 | 3,092.700 |
| Total..... | 240,152.243 | 1,596,336.115 |
| Increase..... | | 35,172.169 |
| Decrease..... | 3,993.577 | |

No. 20.—Statement showing the weight of letters, newspapers, etc., conveyed to foreign countries, other than European, by steamship lines, during the fiscal year ending June 30, 1894.

| Steamship lines. | Letters. | Prints. |
|---|---------------|---------------|
| | <i>Grams.</i> | <i>Grams.</i> |
| Plant Investment Co..... | 5,529.903 | 53,000.343 |
| Oceanic..... | 5,039.532 | 126,114.296 |
| Pacific Mail, to Japan..... | 4,585.063 | 47,623.531 |
| Pacific Mail, from New York..... | 4,501.035 | 93,132.482 |
| Occidental and Oriental..... | 3,598.960 | 41,181.871 |
| Red D..... | 2,750.455 | 31,645.021 |
| Quebec..... | 2,218.071 | 24,046.253 |
| Atlas..... | 2,095.506 | 26,852.970 |
| Canada Atlantic..... | 1,645.610 | 15,003.674 |
| Lamport and Holt..... | 1,096.073 | 32,119.705 |
| Yarmouth..... | 1,811.062 | 6,172.075 |
| Pacific Mail, from San Francisco..... | 1,257.301 | 13,601.429 |
| Royal Mail..... | 1,213.089 | 17,408.400 |
| Costa Rica and Honduras..... | 915.366 | 17,178.482 |
| Oceanic, to Hawaii direct..... | 774.688 | 7,916.553 |
| New York and Cuba, to Cuba and Mexico..... | 662.475 | 7,586.084 |
| New York and Cuba, to Cuba and Bahamas..... | 448.115 | 4,353.609 |
| Norton..... | 500.886 | 10,673.646 |
| Trinidad..... | 473.105 | 7,421.421 |
| Clyde..... | 414.180 | 6,249.900 |
| Booth..... | 408.446 | 4,621.611 |
| Royal Mail, to Puerto Rico..... | 320.565 | 3,202.045 |
| Knatts' Prince..... | 286.295 | 2,662.960 |
| Northern Pacific..... | 275.284 | 4,756.749 |
| Puget Sound and Alaska..... | 203.592 | 4,524.531 |
| Lower California Development Co..... | 245.711 | |
| Pacific Coast..... | 244.076 | 5,068.293 |
| Morgan..... | 201.294 | 1,974.436 |
| Red Cross..... | 178.969 | 2,242.362 |
| Bluefield Banana..... | 127.150 | 1,347.815 |
| Stomans' Brazil..... | 126.118 | 1,851.046 |
| Columbian..... | 118.201 | 1,873.585 |
| Planters' Fruit..... | 109.853 | 2,053.265 |
| Boston Fruit..... | 101.723 | 2,528.747 |
| Oteri Pioneer..... | 90.539 | 1,641.068 |
| Bahamas..... | 87.415 | 1,716.775 |
| North American Navigation..... | 77.415 | 1,170.900 |
| Pinet..... | 70.152 | 496.825 |
| Demerara..... | 73.383 | 1,140.005 |
| Seyern..... | 61.060 | 1,674.611 |
| American and African..... | 50.242 | 1,404.947 |
| Central American..... | 50.076 | 1,149.842 |
| | 39.335 | 688.226 |

No. 20.—Statement showing the weight of letters, newspapers, etc., conveyed to foreign countries, other than European, etc.—Continued.

| Steamship lines. | Letters. | Prints. |
|--|------------|-------------|
| | Grams. | Grams. |
| Turner | 37,783 | 573,088 |
| Union | 37,035 | 525,482 |
| Spanish Transatlantic | 27,780 | 497,725 |
| Cash and Curry | 18,770 | 173 |
| Earn | 17,922 | 352,178 |
| Pacific Mail from Panama | 17,120 | ..... |
| Bocas del Toro | 17,004 | 149,751 |
| American Express | 15,060 | ..... |
| Colombia Fruit | 14,679 | 127,023 |
| Straus | 13,895 | 211,780 |
| Lafitte | 12,264 | 178,946 |
| Nicaragua Fruit | 11,024 | 176,628 |
| Panama | 8,198 | 49,374 |
| Prince | 7,465 | 122,435 |
| Kerr | 6,720 | 87,330 |
| Red Cross, to Newfoundland | 5,965 | 264,685 |
| Amsinck | 5,110 | 89,690 |
| Coleman | 4,505 | ..... |
| Merchants' Regular | 3,400 | 39,745 |
| A. Booth Packing | 2,670 | ..... |
| Colombia, from New Orleans | 2,464 | 48,303 |
| New Orleans and Central American Trading | 2,210 | 30,613 |
| Allan | 2,148 | 73,748 |
| Weightman | .425 | 6,916 |
| Hurlbut | .120 | .360 |
| Total | 46,273,546 | 642,642,627 |
| Increase | 2,885,952 | 36,576,704 |

No. 21.—Statement showing the weight of letters, newspapers, etc., sent by sea from the United States to countries other than European of the Universal Postal Union for the fiscal year ending June 30, 1894.

| Countries and colonies. | Letters. | Prints. | Countries and colonies. | Letters. | Prints. |
|---------------------------------|-----------|-------------|---|------------|-------------|
| | Grams. | Grams. | | Grams. | Grams. |
| Cuba | 6,152,880 | 53,518,367 | British Honduras | 254,372 | 2,498,422 |
| Japan | 4,579,078 | 49,598,981 | Shanghai, from U. S. consul | 244,488 | 1,211,102 |
| Australia | 3,633,940 | 105,918,692 | Uruguay | 219,980 | 6,405,350 |
| Nova Scotia | 3,296,888 | 20,142,942 | Bolivia | 142,005 | 4,064,650 |
| Hawaiian Islands | 2,753,505 | 39,493,630 | Newfoundland | 121,164 | 934,080 |
| Hongkong | 2,222,952 | 9,717,766 | Tahiti | 107,059 | 1,553,576 |
| Venezuela | 1,872,780 | 23,103,566 | South Africa | 87,111 | 1,675,324 |
| Colombia | 1,842,801 | 40,713,927 | Samoa Islands | 60,974 | 1,008,748 |
| Brazil | 1,786,338 | 28,903,606 | Manila | 67,806 | 1,808,724 |
| West Indies | 1,753,619 | 21,611,651 | British Guiana | 65,215 | 887,351 |
| Guatemala | 1,283,105 | 18,415,991 | St. Pierre and Miquelon | 46,703 | 496,580 |
| Jamaica | 1,278,284 | 15,827,305 | Turks Island | 36,590 | 409,900 |
| Chile | 1,131,900 | 22,299,306 | Singapore | 22,448 | 1,228,582 |
| Peru | 1,063,978 | 18,731,837 | New Brunswick | 17,730 | ..... |
| Mexico | 1,015,058 | 15,728,445 | Panama, from purser at | 14,633 | 752,335 |
| Costa Rica | 963,016 | 17,611,382 | Paraguay | 13,830 | 213,277 |
| Bermuda | 952,735 | 9,411,215 | Siam | 12,536 | 99,168 |
| Haiti | 926,430 | 8,298,725 | Java | 8,674 | 110,323 |
| Shanghai, to U. S. consul | 925,000 | 19,804,931 | Cochin China | 7,554 | 146,860 |
| Argentine Republic | 913,997 | 18,727,077 | Marquesas Islands | 4,107 | 161,517 |
| Nicaragua | 794,395 | 10,878,050 | Dutch Guiana | 10,625 | 10,795 |
| Salvador | 781,365 | 14,145,923 | Gilbert Islands | 340 | 6,916 |
| Curaçao | 513,525 | 3,700,774 | Marshall Islands | 85 | ..... |
| Ecuador | 511,426 | 7,280,340 | Total | 46,273,546 | 642,642,627 |
| Honduras | 436,338 | 6,584,916 | Increase compared with last fiscal year | 2,885,952 | 36,576,704 |
| Bahamas | 386,690 | 4,783,328 | | | |
| Puerto Rico | 321,435 | 2,262,016 | | | |
| British Columbia | 298,925 | 45,857 | | | |
| Santo Domingo | 278,135 | 4,822,020 | | | |

No. 22.—Statement showing the weight of foreign closed mails retransported by sea, and the amount accruing to steamship companies for their carriage, during the fiscal year ending June 30, 1894.

| Steamship lines. | Letters. | Prints. | Amount. |
|---|-------------------|--------------------|------------------|
| | <i>Grams.</i> | <i>Grams.</i> | |
| North German Lloyd..... | 10,807.449 | 50,038.564 | \$15,257.91 |
| Cunard, Limited..... | 9,964.118 | 32,090.753 | 12,712.13 |
| International Navigation Co..... | 7,092.102 | 33,470.339 | 10,073.76 |
| White Star..... | 6,778.079 | 30,760.470 | 9,509.23 |
| Hamburg-American Packet Co..... | 8,748.796 | 17,031.207 | 5,261.10 |
| Plant Investment Co..... | 1,659.125 | 22,563.451 | Contract. |
| Liverpool and Great Western..... | 422.338 | 1,412.836 | 543.85 |
| Pacific Mail..... | 218.413 | 8,036.881 | 118.20 |
| New York and Cuba to Cuba..... | 201.060 | 6,227.149 | Contract. |
| New York and Cuba to Bahamas..... | 150.596 | 2,717.986 | 407.62 |
| Reit D Line..... | 166.843 | 2,156.057 | 41.87 |
| Bahamas Steamship..... | 39.319 | 856.227 | 120.57 |
| Colombian..... | 6.973 | 68.741 | 13.36 |
| Atlas..... | 3.118 | 1.125 | 3.12 |
| Quebec Steamship..... | 5.997 | 1,592.348 | 159.44 |
| Earn..... | | 60.960 | 5.83 |
| Straus..... | | 36.400 | 3.53 |
| Total..... | 41,263.826 | 204,120.994 | 54,231.56 |
| Increase compared with last fiscal year..... | 2,151.865 | 14,413.251 | 4,222.54 |

INDEX.

| | Page. |
|--|----------|
| Accounts current..... | 397 |
| Advertising for first and second class officers | 112 |
| letters, saving effected..... | 8 |
| sheets..... | 34 |
| Amount drawn from Treasury..... | 466 |
| Appointment division, operations of..... | 552, 554 |
| of Presidential postmasters..... | 42 |
| Appropriations and expenditures for supply division..... | 124 |
| on account of postal service for year 1894..... | 489 |
| expenditures and estimates Third Assistant's Office..... | 467 |
| Arrests for offenses against postal laws..... | 42, 570 |
| Assets and liabilities, statement of..... | 698 |
| Assistant Attorney-General, report of..... | 61 |
| Auditor for the Post-Office Department, report of..... | 587 |
| Auditor's letter to Postmaster-General..... | 592 |
| office, work of..... | 589 |
| Bond division, operations of..... | 558 |
| records of..... | 557 |
| reports..... | 558 |
| investment, and lottery schemes, warfare on..... | 17 |
| Bonds of postmasters, legislation recommended..... | 16, 65 |
| Boxes and box rents..... | 112 |
| Boycotting of post-offices..... | 66, 149 |
| legislation recommended..... | 18 |
| Building for Department, new, needed..... | 54 |
| Burglaries, etc..... | 564 |
| increase of post-office..... | 43 |
| special appropriation required..... | 44 |
| Burglary, losses by..... | 64 |
| Canceling machines..... | 8 |
| estimates for..... | 111 |
| Carriers' overtime..... | 116 |
| claims settled and amount saved..... | 9 |
| settlement of..... | 9 |
| twine and straps for..... | 116 |
| uniforms..... | 119 |
| Case examinations..... | 386 |
| Casualties..... | 410 |
| Certificates of deposit..... | 467 |
| Chicago, effect of territorial limits on service..... | 6 |
| jurisdiction of postmaster enlarged..... | 6 |
| Civil-service additions by recent extensions..... | 51 |
| Commission boards at free-delivery offices..... | 107 |
| in the postal service..... | 50 |
| law applied to fourth-class postmasters..... | 51 |
| method in Railway Mail Service..... | 395 |
| should be extended..... | 51 |
| strictly enforced in free-delivery offices..... | 10 |
| unprecedented efficiency attained under the law..... | 51 |
| Claims on account of loss by fire, burglary, etc..... | 67 |
| Classification and salaries of clerks in post-offices..... | 150 |
| division, work of..... | 480 |
| of clerks in the larger post-offices..... | 17 |

| | Page. |
|---|----------|
| Clerks in post-offices..... | 7 |
| allowances for..... | 105 |
| classification and salaries of..... | 150 |
| estimate for 1895-'96..... | 8 |
| Columbian postage stamps and envelopes..... | 472 |
| Complaints investigated by post-office inspectors..... | 590 |
| referred to post-office inspectors, treatment of..... | 560 |
| Contract ocean service..... | 22 |
| Dead-letter fund..... | 468 |
| Office..... | 135 |
| correspondence..... | 141 |
| operations of..... | 14 |
| stamps received in..... | 140 |
| statement of mail matter treated in..... | 143 |
| Dead mail matter, disposition of..... | 137 |
| from foreign countries..... | 139 |
| number of pieces treated..... | 142 |
| of foreign origin, statement of..... | 144 |
| originating in the United States, returned to foreign countries..... | 145 |
| parcels, disposition of..... | 140, 147 |
| revenue from..... | 140 |
| to charitable institutions..... | 141 |
| unmailable hotel and fictitious..... | 144 |
| value of restored, to owners..... | 139 |
| registered letters, number and disposition of..... | 146 |
| matter..... | 139 |
| Deductions, fines, and remissions..... | 314 |
| Deficiency caused by undue amount of second-class matter transmitted..... | 4 |
| for four years..... | 3 |
| Department building illy suited to its uses..... | 54 |
| Depositories, transactions at..... | 495 |
| Depredation cases, special..... | 43 |
| Disabled employees, legislation for, needed..... | 150 |
| Division of appointments..... | 551 |
| bonds and commissions..... | 557 |
| classification..... | 480 |
| correspondence..... | 147 |
| files, records, and mails..... | 485 |
| finance..... | 467 |
| free delivery..... | 114 |
| inspection..... | 175 |
| deductions, fines, and remissions..... | 314 |
| postage stamps, stamped envelopes, and postal cards..... | 469 |
| post-office inspectors and mail depredations..... | 559 |
| supplies..... | 121 |
| registration..... | 481 |
| salaries and allowances..... | 99 |
| Economies effected..... | 4 |
| itemized statement of..... | 5 |
| little, can not be practiced when service would be impaired..... | 1 |
| Efficiency of service, record of..... | 2 |
| Electric car-line service..... | 21, 171 |
| Employees of post-offices, law permitting suspension of, recommended..... | 16 |
| Estimated receipts and expenditures for 1893-'94..... | 3 |
| Estimates and expenditures for Railway Mail Service..... | 407 |
| for current year..... | 3 |
| free-delivery service fiscal years, 1895-'96..... | 11, 121 |
| railway post-office cars..... | 408 |
| Third Assistant Postmaster-General's Office..... | 486 |
| year ending June 30, 1896..... | 3 |
| of appropriations for post-office supplies..... | 127 |
| salaries of postmasters..... | 105 |
| recapitulation of..... | 113 |
| summarized..... | 2 |
| European countries, weight of mails sent by sea to..... | 700 |

| | Page. |
|---|------------|
| Expenditures, aggregate | 2 |
| and appropriation for postal service for year 1894 | 489 |
| receipts | 604 |
| estimated, 1893-'94 | 3 |
| for year 1894 | 604 |
| increase of, for twelve years | 2 |
| on account postal service for year 1894 | 491 |
| Post-Office Department | 606 |
| comparative statement, 1887-1894 | 609 |
| summary | 2 |
| Experimental free delivery | 10, 120 |
| Facing slips, card slide labels, blanks, books, etc. | 124 |
| Fees for money orders, reduction of | 185 |
| Finance division | 467 |
| funds received at the Department and turned over to | 468 |
| Financial statement | 3, 27, 465 |
| Fines, deductions, etc. | 314 |
| Fire, losses by | 64 |
| First Assistant Postmaster-General, report of | 97 |
| Foreign closed mails, weight of retransported, and cost of carriage | 704 |
| mails | 21, 176 |
| Central and South American | 449 |
| contract ocean service | 447 |
| service | 441 |
| cost of service | 439 |
| estimate for fiscal year 1895-'96 | 441 |
| international postal statistics | 451 |
| in vessels of foreign register | 437-438 |
| United States register | 436-437 |
| net weight of, and amount of compensation therefor | 436 |
| closed, foreign origin | 439 |
| parcels post | 447 |
| Postal Union statistics | 451 |
| quickest transatlantic trips | 443 |
| report of superintendent | 431 |
| sea post-offices | 446 |
| transatlantic service | 334-448 |
| trips, average time, etc | 444 |
| transpacific | 449 |
| and miscellaneous | 334 |
| transportation expenditure for | 176 |
| Universal Postal Union | 445 |
| weight and cost of, and estimate, 1895-'96 | 21 |
| of dispatched by sea to foreign countries | 433 |
| registry business | 484 |
| Fourth Assistant Postmaster-General, report of | 549 |
| class offices, number of, etc | 556 |
| Franking privilege | 149 |
| Fraternal insurance publications | 36 |
| Free-delivery changes | 118 |
| deficiency and cause | 114 |
| division | 114 |
| estimate, 1895-'96 | 11 |
| experimental | 10-120 |
| overtime claims, settlement of | 116 |
| rural | 11-120 |
| savings | 115 |
| service classified | 118 |
| detailed account of the operations of | 114 |
| system | 9 |
| Furniture for first and second class offices | 111 |
| Green goods | 148-578 |
| warning to purchasers of | 45 |
| Gross postal receipts | 490 |
| receipts, expenses, and net revenue, Presidential offices | 610 |
| postmasters' salaries not decreased by decrease of | 7 |
| Hardware | 128 |

| | Page |
|---|---------|
| Hongkong, money-order convention with | 152 |
| Improvements in Railway Mail Service | 401 |
| Indemnity for lost registry matter | 30 |
| Inspectors' division of Post-Office | 559 |
| International money-order business | 12 |
| transactions | 129 |
| orders, decrease in number of, issued | 130 |
| increase in number of, paid | 130 |
| postal statistics | 451 |
| Key deposits | 113 |
| Late postmasters, statement of postal accounts in suit | 600 |
| Leases for post-offices | 107 |
| Legislation recommended | 149 |
| as to bonds of postmasters | 65 |
| division of postal service into districts | 53 |
| Letter-carrier claims for overtime | 116 |
| carriers' uniforms | 119 |
| use of straps to carry mails | 116 |
| postage | 598 |
| sheet envelopes discontinued | 478 |
| issues | 496 |
| Limited money-order offices | 127 |
| Lock repair shop | 175 |
| work done | 375 |
| Losses by bad debts and compromises | 466 |
| burglary, fire, etc. | 64 |
| registered mail matter | 44 |
| ordinary mail | 44 |
| recovered | 44 |
| Lotteries and fraudulent schemes | 63 |
| Lottery law, amendment to, recommended | 18 |
| Mail bags, expenditures for | 372 |
| 1877-1894 | 376 |
| received and issued from Washington, D. C., storehouse | 377 |
| repaired and condemned, 1890-1894 | 378 |
| used at New York City post-office | 379 |
| repair shop | 175 |
| good work performed by | 21 |
| Mail equipment | 21, 174 |
| division, current expenses of | 379 |
| contracts for | 371 |
| locks and keys, expenditures for | 373 |
| lock repair shop | 175 |
| matter, losses of ordinary | 44 |
| recovered | 44 |
| messenger service | 20, 169 |
| service, annual rate of expenditure | 179 |
| by electric lines | 171 |
| expenditures, appropriations, and estimate for | 179 |
| increase and decrease of | 310 |
| in detail | 164 |
| general | 163 |
| percentage of increase and decrease compared with previous year | 316 |
| railroad | 184 |
| miles traveled, etc | 180 |
| trains, obstructing, legislation needed | 396 |
| transportation | 598 |
| foreign | 599 |
| percentage of increase | 19 |
| summary of | 19 |
| Maps, post-route, longer contract desirable | 94 |
| term of contract for printing should be extended | 45 |
| sales of | 96 |
| Miscellaneous payment, office of First Assistant | 607 |
| payments, office of Postmaster-General | 607 |
| Third Assistant | 609 |
| Second Assistant | 608 |

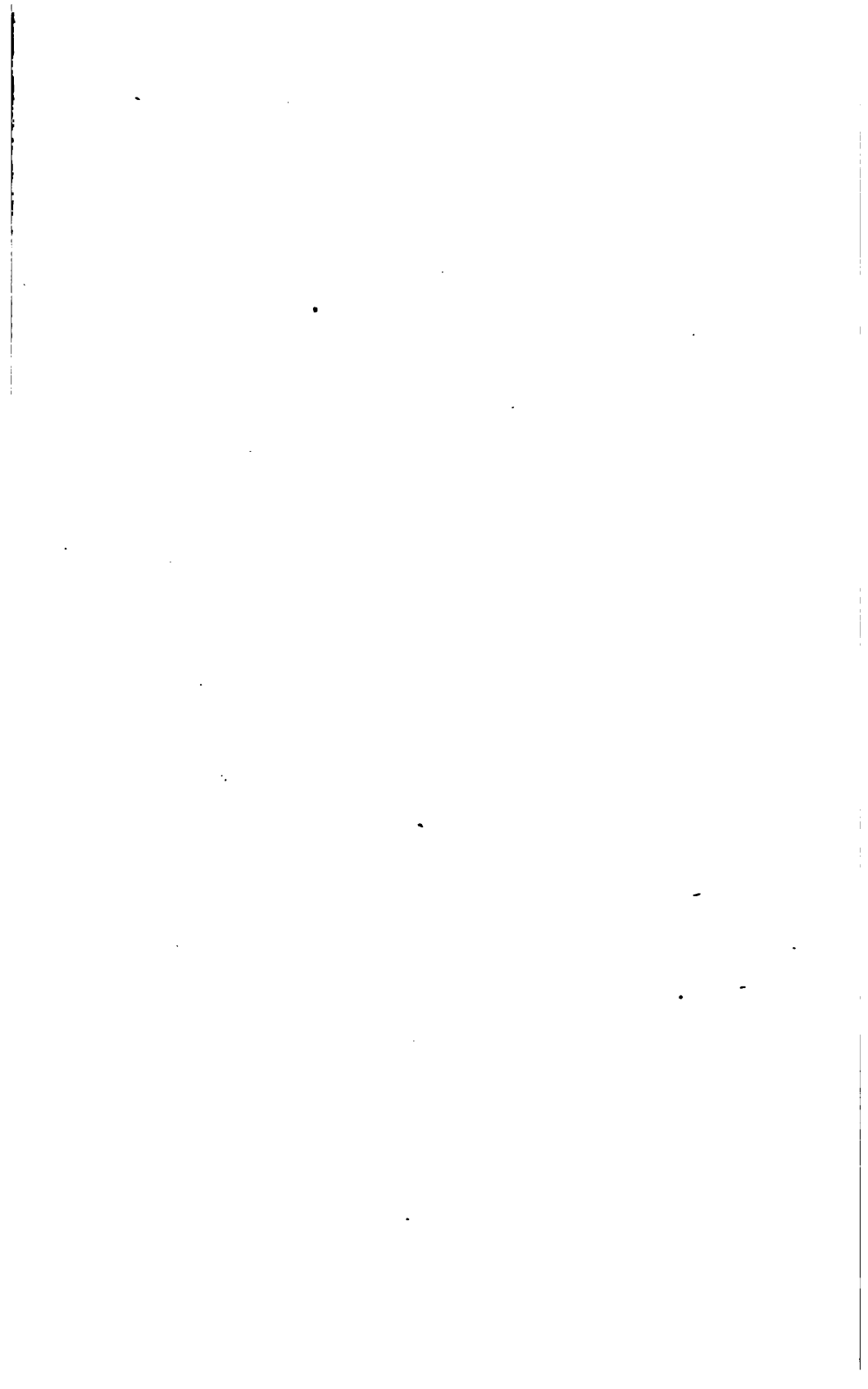
| | Page |
|---|---------|
| Misdirected and missent matter | 386 |
| Money order and postal notes, duplicates of | 130 |
| business, international | 12, 129 |
| revenue from | 14 |
| summary of | 13 |
| issues and payments | 130 |
| convention with the colony of Hongkong | 152 |
| drafts and transfers | 131 |
| erroneous payment of | 132 |
| fees, reduction of | 135 |
| form, improved | 14 |
| funds, lost remittances | 131 |
| remittances of surplus | 131 |
| international, reason for decrease in | 13 |
| new form of | 134 |
| offices, limited | 127 |
| number of | 127 |
| receipts and disbursements of | 696 |
| transactions of | 690 |
| proceeds, post-office inspectors paid out of | 133 |
| receipts and expenditures | 132 |
| revenue | 133 |
| statistics | 12 |
| system | 127 |
| transactions, international | 698 |
| recapitulation of net revenue | 697 |
| revenue from | 697 |
| with U. S. Treasurers at New York and Chicago | 697 |
| orders, domestic, issued and paid | 127 |
| unpaid | 134 |
| recovered by post-office inspectors and returned to owners | 572 |
| Museum, postal | 46 |
| Net revenue, etc., Presidential offices | 610 |
| Newfoundland, parcels post convention with | 55, 457 |
| Newspapers and periodicals mailed, weight of | 29 |
| Newspaper and periodical stamps, change in | 476 |
| wrappers issued | 496 |
| New York post-office service revised by special commission | 6 |
| Number of pieces of matter mailed in 1894 | 32 |
| Obscene literature, circulation of checked | 45 |
| matter | 578 |
| Ocean mail service, contract | 22, 447 |
| Overtime claims of carriers, settlement of | 9 |
| Pacific railroad earnings | 4 |
| service | 599 |
| Parcels post | 22, 447 |
| convention with Newfoundland | 55, 457 |
| Policy of Department, outline of | 50 |
| Postage-due stamps, change of | 476 |
| stamp contract | 29 |
| amount saved by new arrangement | 30 |
| stamps, agreement between the Treasury and Post Office Department | |
| relative to furnishing | 521 |
| changes of designs and denominations | 475 |
| Columbian | 472 |
| issued | 496 |
| issues of transferred stock | 475 |
| new arrangement for supplies of | 473 |
| order awarding work of furnishing to Bureau of Engraving and Printing | 521 |
| received in Dead-Letter Office | 140 |
| redemption of | 470 |
| requisition for | 470 |
| saving by new arrangement for obtaining | 479 |
| stamped envelopes, etc., increase in issue of | 500 |
| issued by denominations | 499 |
| supplies of mailed | 470 |
| transfer of, from New York to Washington | 474 |
| value of, issued by fiscal years, 1847-1894 | 501 |

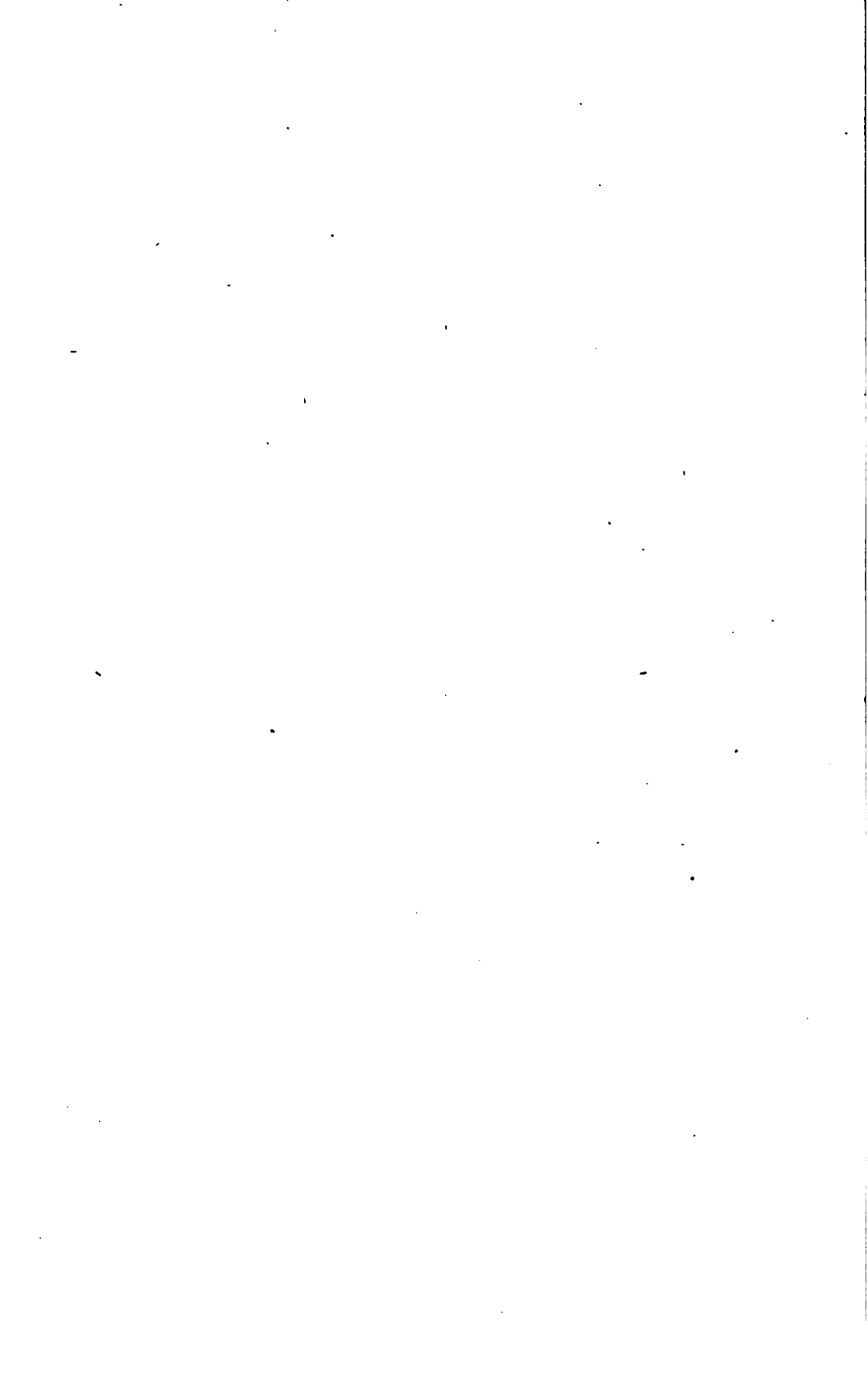
| | Page. |
|---|---------|
| Postal-card contract, saving under new | 30, 480 |
| cards, distribution of | 471 |
| issued, 1873-1894 | 503 |
| the new and those abandoned | 471 |
| districts, bill providing for division of service into, recommended | 53 |
| expenditures | 491 |
| museum | 46 |
| note business | 13 |
| transactions, revenue from | 697 |
| notes discontinued | 13 |
| issued and paid | 129 |
| rates, reduction of, inadvisable | 4 |
| receipts, gross | 490 |
| service should be self-sustaining | 4 |
| telegraph | 47 |
| Union, Universal | 37, 445 |
| Postmasters | 42 |
| appointment of | 65 |
| bonds, legislation recommended | 6 |
| compensation of | 600 |
| postal accounts in suit | 597 |
| quarterly accounts current | 600 |
| statement of collections of balances from | 46 |
| to give entire attention to offices | 43 |
| Post-office appointments | 578 |
| buildings, committee to examine plans | 595 |
| Department, revenue account of | 559 |
| inspectors, division of | 566 |
| foreign cases | 582 |
| miscellaneous cases investigated | 565 |
| referred for investigation | 563 |
| ordinary cases | 573 |
| some special cases investigated by | 42 |
| statistics | 11 |
| supplies | 12 |
| saving on | 18 |
| Post-offices, boycotting of, legislation recommended | 42, 553 |
| increase in number of | 108 |
| in Government buildings and leased premises | 556 |
| number of, by States, fourth class | 45 |
| Post-route maps, term of contract for printing, should be extended | 42 |
| Presidential postmasters, appointments | 5 |
| increase of | 100 |
| salaries, adjustment of | 102 |
| summary of adjustments | 5 |
| total salaries of | 557 |
| post-offices, appointments made upon resignation, etc | 610 |
| gross receipts, expenses, and net revenues of | 103 |
| in each State arranged by classes | 555 |
| and Territory | 102 |
| number of by classes and aggregate of salaries | 126 |
| Printing and binding | 398 |
| Railway Mail Service | 318 |
| Railroad routes, readjustment of pay on | 184 |
| service | 370 |
| statistics | 170 |
| transportation | 20 |
| increase in | 25-172 |
| Railway Mail Service | 392 |
| auxiliary corps | 395 |
| blanks and books | 395 |
| book of instructions | 386 |
| case examinations | 410 |
| casualties | 392 |
| chief clerks | 395 |
| civil service in | 393 |
| condition of cars | 383 |
| extent of | 383 |
| and force employed | 383 |

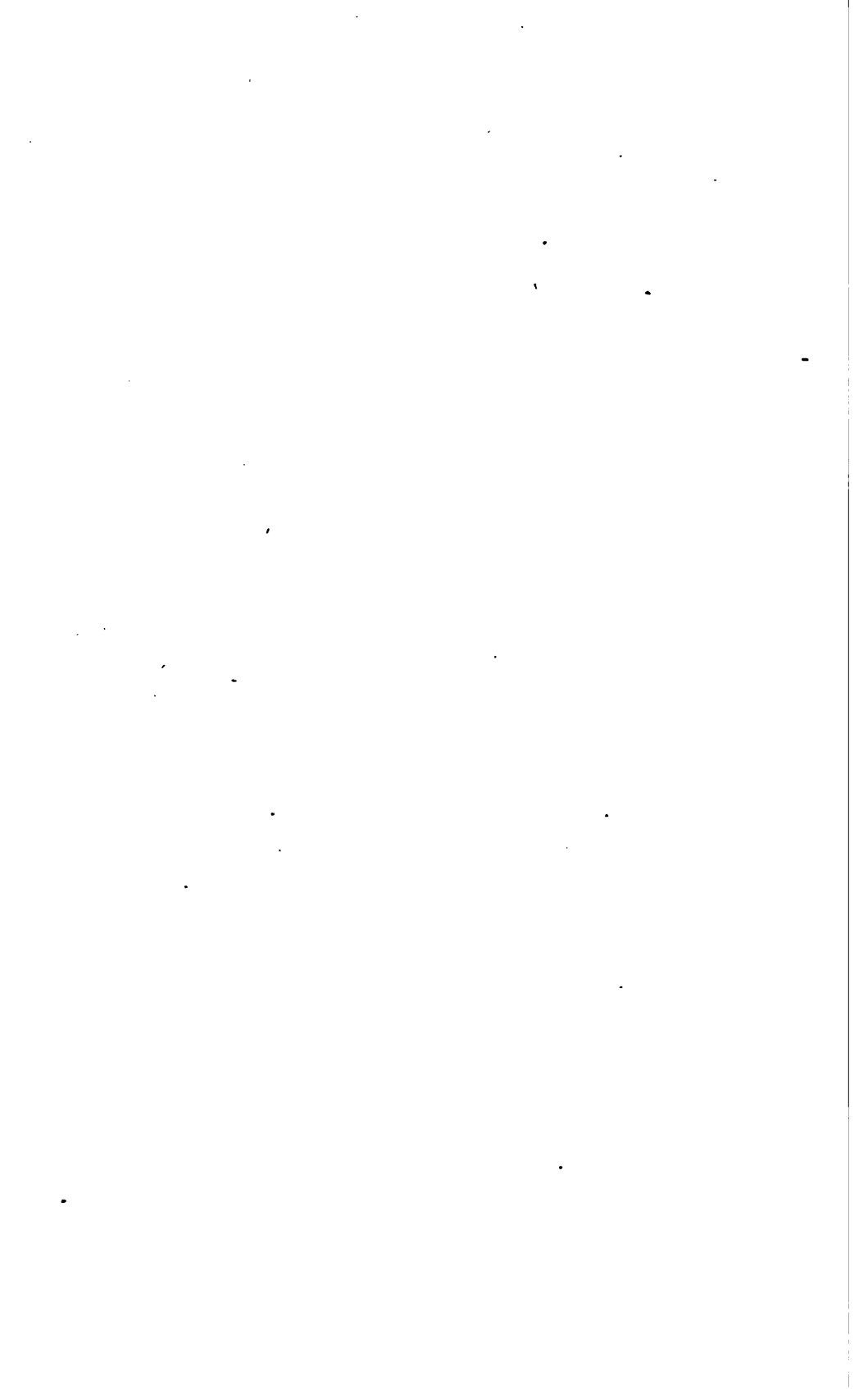
| | Page |
|--|----------|
| Railway Mail Service improvements | 26, 401 |
| in general | 173 |
| mail separated for city delivery | 385 |
| missent and misdirected matter | 386 |
| "nixies" | 386 |
| obstruction of mail trains, legislation recommended | 396 |
| printing | 388 |
| provision in case of death | 390 |
| quantity of mail handled | 384 |
| record of casualties | 389 |
| mail in transit | 399 |
| registered matter handled | 385 |
| reorganization of clerical force | 391 |
| report of General Superintendent | 381 |
| separation for city delivery | 400 |
| summer-resort service | 395 |
| table of pieces of mail distributed 1884-94 | 385 |
| trains, legislation needed to prevent obstructing | 25 |
| post-office cars | 172, 184 |
| estimates for | 408 |
| clerks | 172 |
| lines, equipment of | 383 |
| new service | 405 |
| Rates of postage, reduction inadvisable | 4 |
| Receipts and disbursements at Treasury depositories | 495 |
| expenditures, comparative statement, 1837-1894 | 609 |
| for 1893-94, actual | 3 |
| estimated | 3 |
| by quarters | 601 |
| summarized | 2 |
| Redemption of stamps and stamped envelopes | 471 |
| Reduction of postal rates inadvisable | 4 |
| Registered cases investigated | 561 |
| by post-office inspectors and closed during the year 1894 | 579 |
| referred in previous years, investigated by post-office inspectors | 579 |
| for investigation | 579 |
| letters and parcels mailed, number of, by States | 506 |
| and value of, dispatched for Post-Office and Treasury Departments | 511 |
| matter handled in Railway Mail Service | 385 |
| indemnity for lost, approved | 30 |
| limited indemnity for lost | 485 |
| countries which pay indemnity for lost | 511 |
| losses of | 44, 482 |
| package, tag, official and dead-letter envelopes, new contract for | 478 |
| pouch, inner sack, and brass lock exchanges | 488 |
| Registration division | 481 |
| Registry books and forms, special | 483 |
| branches at railroad depots | 484 |
| business, foreign | 484 |
| summarized | 30 |
| system, operation of, at thirty large post-offices | 510 |
| Regulation wagon service | 20, 167 |
| Rent, fuel, and light, first and second class post-offices | 8, 107 |
| at first and second class post-offices, estimates for | 109 |
| for third-class post-offices | 8, 110 |
| Repair shop, expenditures for | 373 |
| work done | 374 |
| Repeal of part of section 413, Revised Statutes, recommended | 20 |
| Report of the Assistant Attorney-General | 61 |
| Auditor for the Post-Office Department | 587 |
| First Assistant Postmaster-General | 97 |
| Fourth Assistant Postmaster-General | 549 |
| General Superintendent Railway Mail Service | 381 |

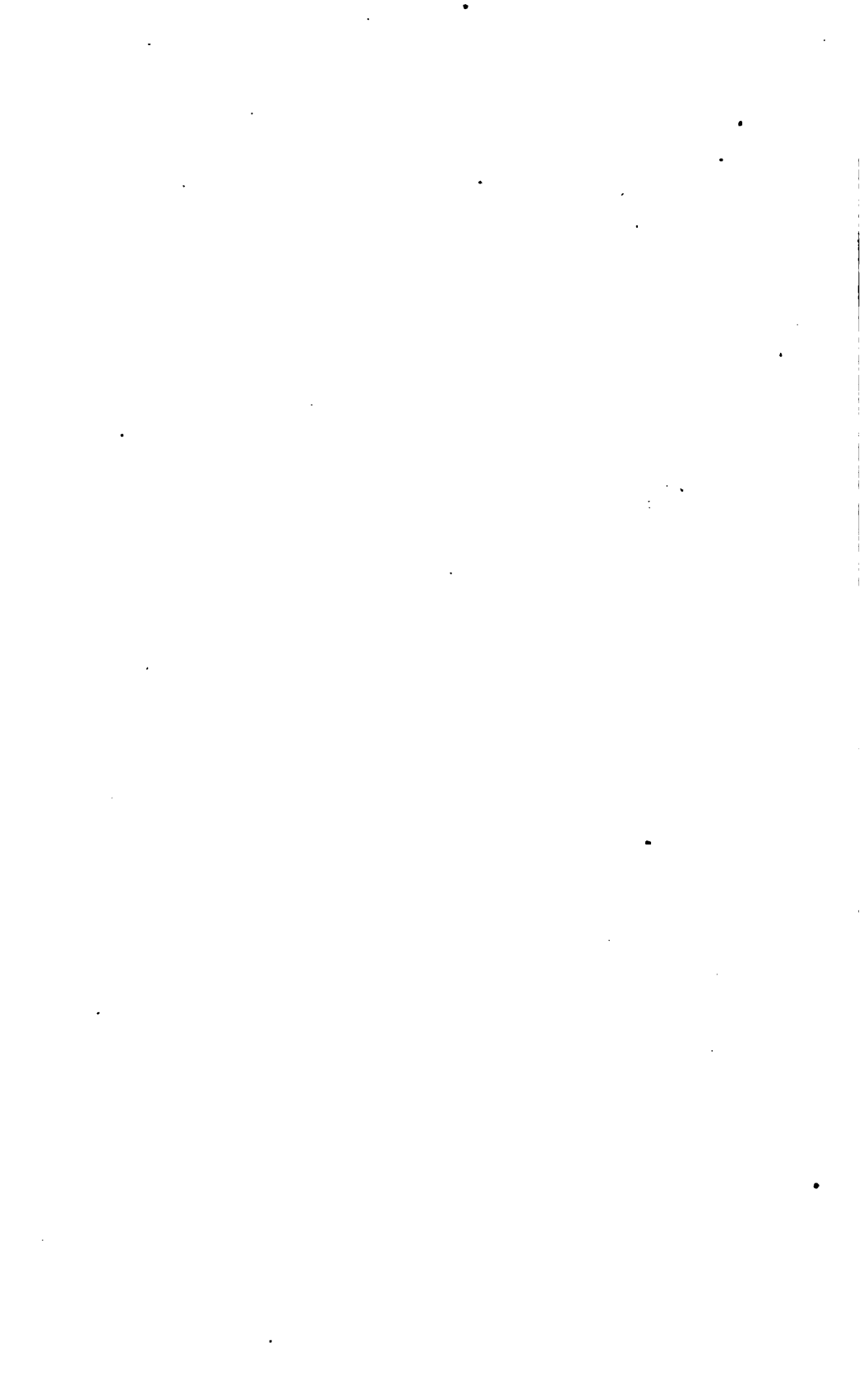
| | Page |
|--|----------|
| Report of the Second Assistant Postmaster-General | 161 |
| Superintendent of Foreign Mails | 431 |
| Third Assistant Postmaster-General | 463 |
| Revenue account of Post-Office Department | 595 |
| increase of 8 per cent for current year expected | 2 |
| Revenues, effect of continued business depression thereon | 1 |
| Rewards | 571 |
| Rural free delivery | 11, 120 |
| Salaries of clerks in larger post-offices, readjustment needed | 17 |
| postmasters not decreased by decrease of gross receipts | 7 |
| review of third, fourth, and fifth classes | 105 |
| saving effected by change in manner of adjusting | 7 |
| Presidential postmasters, total | 5 |
| Salary and allowance division, adjustment of salaries of Presidential post- masters | 100 |
| duties assigned to | 99 |
| operations of | 100 |
| Sample copies, mailing of | 35 |
| Scales | 126 |
| Screen wagon service | 169, 170 |
| Sea post offices | 446 |
| service | 22 |
| Second Assistant Postmaster-General, report of | 161 |
| class matter, abuses connected with | 31 |
| of sample-copy privileges | 35 |
| admission | 481 |
| advertising sheets | 34 |
| change in law urged | 4 |
| deficiency by undue amount transmitted | 4 |
| effect of admission of fraternal publications | 36 |
| enormous increase in recent years | 32 |
| losses on transportation of | 33 |
| mailed at first-class offices during the past two years | 503 |
| postage on | 471 |
| publications not deserving the privilege of | 34 |
| remedy required for abuses of | 31 |
| suggested for abuses | 33 |
| trade publications | 35 |
| Special delivery, business summarized | 28 |
| stamp, change in color of | 473 |
| of | 476 |
| system | 28, 468 |
| operation of, at free-delivery offices | 512 |
| Special facilities | 173 |
| office service | 168 |
| Stamp division | 469 |
| issue of registered package, penalty envelopes, etc | 470 |
| Stamped envelopes, Columbian | 472 |
| contract, saving by new | 479 |
| under new | 30 |
| copy of contract for | 522 |
| issued | 496 |
| issues of 1853-1894 | 502 |
| new contract for | 476 |
| value of, over their cost | 470 |
| paper, issues of | 29 |
| Stamps, ink, and pads | 125 |
| redemption of | 471 |
| requisitions for | 470 |
| supplies of, mailed | 470 |
| transfer of, from New York to Washington | 474 |
| Star-route contracts, saving effected by reletting of | 19 |
| Star service | 19, 164 |
| Stationery for first and second class offices | 124 |
| Post-Office Department | 125 |
| Stations of post-offices | 108 |
| established in lieu of post-offices | 109 |

| | Page |
|---|--------------|
| Steamboat service | 20, 168, 304 |
| Steamship subsidy contracts | 22, 23 |
| Strikes, effect on postal service | 25 |
| Subsidy contracts, steamship | 22, 23 |
| Summer-resort service | 395 |
| Suspension of employees | 150 |
| by postmasters, law permitting, suggested | 16 |
| Supply division, work of | 121 |
| Telegraph, postal | 47 |
| Ten larger post-offices, one-third of business transacted through | 6 |
| Third Assistant Postmaster-General, report of | 468 |
| Topographer, report of | 92 |
| work of the office | 94 |
| Trade publications | 35 |
| Treasury depositories, receipts, and disbursements | 495 |
| transactions | 466 |
| Twine | 125 |
| Universal Postal Union | 37, 445 |
| countries other than European, weight of mails sent by sea | 703 |
| history and origin of | 38 |
| Wagon service | 20 |
| Weight of mails sent by sea to European countries | 700 |
| other than European countries | 702 |
| Postal Union countries other than European | 708 |
| retransported foreign closed mails and cost of carriage | 704 |
| World's Columbian Exposition, expenditures for postal service | 174 |
| Wrapping paper | 125 |









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